THE

# North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.

H. M.'s Legation, Shanghai, 22nd June, 1860.

E. St. JOHN NEALE,
*Secretary of Legation.*

VOL. XVII., No. 846. SHANGHAI, SATURDAY, OCTOBER 13TH, 1866. PRICE, TAELS 15 ₩ ANNUM.

## NOTICES OF FIRMS.

NOTICE.

THE connection of Mr. EDWARD CHARLES ESSEX with our Firm has ceased, and the authority held by him to sign the Firm is hereby withdrawn.

GEO. BARNET & Co.

29no 967 Shanghai, Sept. 26th, 1866.

NOTICE.

I have established myself at this port as Commission Agent.

JAMES E. BUSH.

29de 968 Newchwang, Sept. 1st, 1866.

NOTICE.—The interest and responsibility of Mr. JAMES MACANDREW in our Firm ceased on the 30th June, 1865, and Mr. FRANCIS BULKELEY JOHNSON was admitted a Partner from the 1st July last.

JARDINE, MATHESON & Co.

15oc 812 Hongkong, 10th Sept., 1866.

NOTICE.—We have commenced business here as *Commission Agents and Merchants*, under the firm of JARVIE, HENDERSON & Co.

JOHN JARVIE.
GEORGE HENDERSON.

97, West George Street,
Glasgow, 25th Juny. 1866.

tf 388

REFERRING to above notice, we have established a branch of our business here, and in Yokohama, Japan, under the style or firm of JOHN JARVIE & Co., which firm Mr. JOHN R. TURNER is duly authorized to sign per procuration.

JARVIE, HENDERSON & CO.

tf 389 Shanghai, 25th August 1866.

NOTICE.—Mr. AUGUSTUS ALLEN HAYES, Jr., and Mr. ETHAN ALLEN HITCHCOCK, who have hitherto signed our Firm, were admitted partners therein on the 1st instant.

OLYPHANT & Co.

jy27—67 273 China, 26th July, 1866.

NOTICE.—On and after the 1st of August, 1866, the business of the undersigned will be conducted under the style and firm of J. LIVINGSTON & Co. in which business Mr. WILLIAM FORBES is from that date a partner.

J. LIVINGSTON.

21oc 224 Tientsin, 12th July, 1866.

NOTICE.—The business of Messrs. JOHN FORSTER & Co., Public Ten Inspectors and Commission Agents at this Port, has been transferred to the undersigned, who will continue the same in his own name from and after 1st May next.

EDWARD W. LOVELL.

tf 706 Kiukiang, April 21st, 1866.

NOTICE.—The Undersigned begs to announce that he has established himself at this port as *Tea Taster and Inspector*, and all orders confided to his care will receive his best attention.

J. OSBORNE.

tf 516 Shanghai, Sept. 8th, 1864.

NOTICE.

THE Undersigned (in the absence of Mr. ALBERT ROBINSON, M. Inst., C. E.) having been appointed Agents for Messrs. RANSOME, ELDER & Co., Engineers and Shipbuilders, Glasgow, are prepared to give full particulars concerning the cost of Steamers, Steam Dredging Vessels, Screw Pile Wharves, &c., and to contract for same at home prices.

Plans, models, and specifications of the above can be seen on application.

GLOVER & Co.

tf 434 Shanghai, 18th May, 1864.

## INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

*Incorporated by Royal Charter and Act of Parliament.*

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept Risks against Fire at each place, on the customary conditions.

For further particulars apply to

GILMAN & Co.

tf 417 Shanghai, 23rd April, 1864.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one building with its contents, or to the extent of £10,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.

tf Shanghai, 25th February, 1859.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 10,000 on the contents of any one building situated on the British Concession at Tsechuhi, Tientsin.

SMITH, KENNEDY & Co.

tf Shanghai, 25th August, 1862.

## INSURANCES.

### China Fire Insurance Company.

**Subscribed Capital Tls. 2,000,000**

In 400 Shares, of Taels 5,000 each
Paid up Capital Taels 200,000.

DIRECTORS.

GEORGE TYSON, Esq., (Messrs. Russell & Co.) *Chairman.*
F. PORTER, Esq., (Messrs. Gibb Livingston & Co.)
A. J. HOW, Esq., (Messrs. Johnson & Co.)
F. H. BELL, Esq., (Messrs. W. R. Adamson & Co.)
E. IVESON, Esq., (Messrs. Bower, Hanbury & Co.)
W. PROBST, Esq. (Messrs. WM. PUSTAU & Co.)

AGENCIES are established at the several Ports in China and Japan.

F. E. GWYN,—*Secretary.*

tf 320 Shanghai, 28th Nov., 1865.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.

31de-66 324 Shanghai, 1st January, 1864.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.

tf Shanghai, 13th February, 1857.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE Undersigned having been appointed Agents in China for the above named Company are prepared to grant Policies against Fire at Shanghai to the extent of £10,000,—on one risk, as under:

1,—On Buildings or on their contents.
2,—On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,
*Agents in Shanghai.*

tf Shanghai, 1st December, 1858.

THE LANCASHIRE INSURANCE COMPANY.

THE undersigned are prepared to grant POLICIES OF INSURANCE on any one Building with its contents, to the extent of £5,000.

W. R. ADAMSON & Co.

tf 619 Shanghai, 10th July, 1865.

NOTICE.

LIVERPOOL AND LONDON AND GLOBE FIRE INSURANCE COMPANY.

THE Undersigned is authorized to grant Policies against Fire on Buildings or their Contents to the extent of £20,000 at this Port, Hankow, Kiukiang and Tientsin.

C. RYLEY

31de-66 325 Shanghai, 14th Feb., 1866.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON.

JAMES HARTLEY & Co., *Managers.*

ESTABLISHED 1843.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.

GLOVER & Co.

8jy-67 465 Nagasaki, 1st July, 1864.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned have been appointed Agents for the above named Company, at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

tf Shanghai, 15th September, 1858.

AUSTRALASIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.

*(Liability Limited.)*

*MARINE DEPARTMENT.*

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai Hongkong, Calcutta, Melbourne, or London.

AUGUSTINE HEARD & Co.

tf 308 Shanghai, 4th December, 1863.

LONDON AND LANCASHIRE FIRE AND LIFE INSURANCE COMPANIES.

THE Undersigned having been appointed Agents for the above named Company at Shanghai and Hankow, are prepared to grant policies against fire on the usual terms on any one building or its contents, as also on blocks of Chinese buildings.

For terms apply to

TRAUTMANN & Co.

11fc-67 442 Shanghai, 2nd June, 1864.

## INSURANCES.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING
INCOME—SIX HUNDRED THOUSAND POUNDS PER ANNUM.

*TRUSTEES:*

JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*
RALPH BROCKLEBANK, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in approved drafts at 30 days sight (favor of PERCY M. DOVE, Esq.)

BOWER, HANBURY & Co.,
*Agents for Shanghai.*

tf 295 Shanghai, 21st Nov., 1863.

THE NORTHERN ASSURANCE COMPANY.

CAPITAL £1,250,760 STG.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.

tf Shanghai, 3rd February, 1862.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to GRANT POLICIES against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.

tf Shanghai, 9th April, 1862.

## MISCELLANEOUS.

### PICKLES, SAUCES, JAMS, &C.,

(FREE FROM ADULTERAITON),
MANUFACTURED BY
CROSSE & BLACKWELL,
*Purveyors to the Queen,*
SOHO SQUARE, LONDON.

CROSSE AND BLACKWELL'S

Renowned first-class Manufactures are obtainable from every respectable Provision Dealer in the World.

Purchasers should see they are supplied with C. & B.'s genuine goods, and that inferior articles are not substituted for them.

To insure thorough wholesomeness, their Pickles are all prepared in Pure Malt Vinegar boiled in Oak Vats, by means of PLATINUM STEAM COILS; and are precisely similar in quality to those supplied by them for use at

HER MAJESTY'S TABLE.

C. & B. are AGENTS for LEA & PERRINS' CELEBRATED WORCESTERSHIRE SAUCE, and are Manufacturers of every description of Oilmen's Stores of the highest quality.

705 21ap April 21st, 1866.

### NISSEN & PARKER,

ENGRAVERS, 43, MARK LANE, LONDON.

**Bank Notes, Cheques, Drafts**

CERTIFICATES, BONDS, SHARE PLATES.

**Bankers and Merchants Account Books,**

ALL USUAL PATTERNS SUPPLIED FOR

**Joint-Stock Banks and Public Companies.**

**GENERAL EXPORTERS**

*To the East and West Indies, China, and South America, of*

*Saddlery, Fire Arms, Clothing, Plated Ware, Musical Instruments, &c., &c.,*

**For Sale or Consumption.**

tf 737 Shanghai, 8th September, 1866.

### Cordial of the Benedictine Monk of the Abbey of Fecamp.

THIS Liqueur which dates from 1510, is Tonic. Anti-apoplectic, Digestive, and of an exquisite flavour. The Salutary Plants of which it is composed are gathered on the Cliffs of Normandy, they possess all the vivifying emanations of the Northern Sea, and compose one of the best Cordials and one of the most efficacious preservatives against epidemic diseases.

Latterly the French Medical men have almost unanimously prescribed it for patients who by their gastric tendency were more subject to attacks of FEVER AND CHOLERA. May be had of

A. Logrand Aino, at Fecamp.

HOUSE IN PARIS.—No. 19, RUE VIVIENN.

This Liqueur may be found all over the World at the Principal Wine and Spirit Merchants, Pharmaceutists, Confectioners, Grocers, and Dealers in Provisions in General, &c.

27jn 689 January 27th 1866.

THOMAS HUME,
PUBLIC ACCOUNTANT,
REAL ESTATE
AND
GENERAL COMMISSION AGENT,
YOKOHAMA.

tf 713 May 10th, 1866.

## MISCELLANEOUS.

JULIUS BERNARD,
PUBLIC ACCOUNTANT
AND
AVERAGE STATER.
*Office*
REAR OF FRENCH DISPENSARY,
Adjoining Messrs. REMI SCHMIDT & Co.'s premises,
FRENCH BUND.

tf 723 Shanghai, 9th June, 1866.

IN CHANCERY.

*In the matter of the* COMPANIES *Act* 1862,
*and*
*In the matter of the* COMMERCIAL BANK CORPORATION OF INDIA AND THE EAST.

THE Creditors of the above named Company are required, on or before the 10th day of November 1866, to send their names and addresses and the particulars of their debts or claims and the names and addresses of their Solicitors if any, to Mr. WILLIAM HOPKINS HOLYLAND, the Official Liquidator of the said Corporation, at his offices situate No. 13, Gresham Street, in the City of London, and if so required by notice in writing from the said Official Liquidator, are by their Solicitors to come in and prove their said debts or claims at the Chambers of the Master of the Rolls at Rolls Yard Chancery Lane, in the County of Middlesex, at such time as shall be specified in such Notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Monday the 3rd December 1866, at 11 o'clock in the forenoon at the said Chambers, is appointed for hearing and adjudicating on the debts and claims.

Dated this 6th day of June, 1866.

E. B. CHURCH,
*Chief Clerk.*
FRESHFIELD & NEWMAN,
5, Bank Buildings, London.
*Solicitors for the Official Liquidator.*

tf 292 July 28th, 1866.

### ENGLISH GARDENS IN THE EAST.

THE Fourth season has now confirmed the complete success of Mr. CHIN TT'S Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds, to the East, when shipped in the holds of steamers like ordinary Case Goods. Mr. John Waterer, Junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 28, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. Fruit Trees, including Pears, Apples, Plums, Currants, Gooseberries, Peaches, Nectarines, Apricots, Cherries, and Quinces, Per Case, 10 Guineas.

20 FRUIT TREES, with ten vines, per case 14 Guineas.
ROSES of the best kinds, per case 15 Guineas.
RHODODENDRONS, and AZALIAS, &c., per case 15 Guineas.
GARDEN SEEDS, (various), per case 5 Guineas upwards.

The number depends on the size of the roots; the cases average 30 plants each.

All the above prices include freight, insurance, and all charges to any port where the P. & O. steamers call. The season for shipment commences about September, and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished to prevent delay in forwarding. Orders are received and transmitted by Messrs. REES GLANMORE & Co., Chapel Place, Poultry London.

31de 726 30th June, 1866.

### TO IMPORTERS.

THE UNDERSIGNED beg to remind Importers of Wearing Apparel and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

**Assorted Sample Cases forwarded on receipt of remittance, or order on London Agent.**

**E. Moses and Son,**

CORNER OF MINORIES AND ALDGATE,
LONDON.

20oc 290 July 28th, 1866.

**WELLINGTON**

**KNIFE POLISH.**

SURPASSES ALL OTHER ARTICLES FOR CLEANING AND POLISHING CUTLERY, ETC.

JOHN OAKEY & SONS,

MANUFACTURERS OF
Emery, Black Lead, Cabinet Glass Paper, Emery and Glass Cloth,
INDIA RUBBER KNIFE-BOARDS,
Silversmiths' Soap
*For Cleaning and Polishing Silver, Electro Plate, Plate Glass, &c.*
SCOTCH, FRENCH, LONDON RUSSIAN, AND OTHER GLUES.

WELLINGTON MILLS,
*Blackfriars Road, London, S.*

20jy—67 689 May 19th, 1866.

## MISCELLANEOUS.

BENSON, J. W., by SPECIAL APPOINTMENT to H. R. H. the PRINCE OF WALES.

BENSON, J. W., by SPECIAL APPOINTMENT to H. H. the MAHARAJAH OF BURDWAN.

BENSON'S STEAM FACTORY for CLOCKS and WATCHES, 58 and 60, Ludgate Hill.

BENSON, J. W., 99, Westbourne-grove, and 25, Old Bond Street.

BENSON, J. W., MAKER of the GOLD CASKET presented by the City of London to H. R. H. the PRINCE OF WALES.

BENSON, J. W., MAKER of the CASKET presented by the City of London to H. R. H. PRINCE ALFRED.

BENSON, J. W., PRIZE MEDAL, LONDON, Class 33.

BENSON, J. W., PRIZE MEDAL, DUBLIN, Class 10.

BENSON, J. W., MAKER of the CHRONOGRAPH by which the DERBY is TIMED.

BENSON, J. W., MAKER of the GREAT CLOCK of the EXHIBITION, 1862.

BENSON'S Watch Pamphlet, *illustrated*, on every construction of Watch, with their prices.

BENSON'S WATCHES are sent to all parts of the World safe by post.

BENSON'S WATCHES.—Gold and Silver, at 200 to 2 Guineas, in all sizes, from half to 3 inches diameter.

BENSON'S WATCHES, CHRONOGRAPH, KEYLESS, REPEATERS.

BENSON'S WATCHES, CHRONOMETER, DUPLEX, LEVER.

BENSON'S WATCHES, HORIZONTAL, CENTRE SECONDS, &c.

BENSON'S INDIAN WATCH, compensated for all Climates. Silver, 25 Guineas: Gold, 40 Guineas.

BENSON'S "EXACT" WATCH, for Extreme Temperatures. Silver, 25 Guineas: Gold, 40 Guineas.

BENSON'S CLOCKS for the DRAWING, DINING, and BED-ROOMS, from 2 to 2,000 Guineas.

BENSON'S CLOCKS for the HALL, LIBRARY, and CARRIAGE.

BENSON'S CLOCKS for CHURCHES TURRETS, and STABLES. Estimates sent.

CANDELABRA in ORMOLU and BRONZE.

CANDELABRA in SILVER and ELECTRO-PLATE.

BRONZES d'Art by ROSA & ISIDORE BONHEUR, PRADIER, MENE, BARYE, &c.

JEWELLERY, DIAMOND, of ORIGINAL DESIGNS.

JEWELLERY for BRIDAL and other PRESENTS.

JEWELLERY, designed by ITALIAN and FRENCH ARTISTS.

SILVER PLATE, designed expressely for PRESENTATION.

SILVER PLATE for RACING, FIELD, or AQUATIC SPORTS.

SILVER PLATE for the SIDEBOARD DINNER, and TEA TABLES.

SILVER PLATE for INDIA.

BENSON'S PLATE PAMPHLET, *illustrated*, contains 300 Engravings.

58 & 60, LUDGATE-HILL, 25, OLD BOND-STREET and 99, WESTBOURNE-GROVE.

6ap-1867 1026 October 6th, 1866.

TELEGRAMS TO EUROPE PER INDO-EUROPEAN, MALTA AND ALEXANDRIA AND MALTA AND TRIESTE LINES.

THE Undersigned beg to tender their services for receipt or transmission of Telegrams by the above lines.

J. GIBSON THOMSON & Co.,
*Agents for Reuter's Telegram Company, (Limited)*

Point de Galle, Ceylon, Sept 18 21st, 1865.

tf 650

**TUPPER & Co.,**

Manufacturers of
GALVANIZED CORRUGATED IRON
IRON ROOFING, SHEDS, BUILDINGS, CHURCHES, SCHOOLS, &c., &c.

61 A, MOORGATE STREET, LONDON, E.C.

23de-66 671 December 23rd, 1865.

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## ADVERTISEMENTS.

NOTICE.

MR. JAMES MURDOCH YOUNG was admitted a partner in our firm, from the 1st July last.

OVERWEG & Co.

13de 1112 Shanghai, Oct. 8th, 1866.

HALL & HOLTZ,

SHIP CHANDLERS, STOREKEEPERS

AND BAKERS,

BREAD AND BISCUITS.

*SHANGHAE.*

tf 1113 Shanghai, 13th Oct., 1866

## Miscellaneous Intelligence.

NOTICE.—Trinity Church.—Divine Service is celebrated every Sunday at 11 A.M. and 5 P.M. Holy Communion is administered on the first Sunday of every month.

Persons not holding Pews are at liberty to occupy any seats they may find vacant when the reading of "The Psalms" is finished.

NOTICE.—Divine Service is held every Sunday Evening at 8, in the American Episcopal Chapel, Hong-que.

NOTICE.—Seamen's Church, Shanghai.—Divine Service is held in the above Church Every Sunday by the Rev. Moritz Kauffman, the Chaplain, at half-past 10 o'clock in the Morning, and 4 o'clock in the Afternoon.

NOTICE.—Divine Service is held at the Union Chapel (Shantung Road) every Sunday Morning at 11 o'clock, and in the Evening at 6 o'clock, also on Thursday Evening at 6 o'clock.

NOTICE.—Holy Mass is held in the Roman Catholic Chapel near the French Consulate, every Sunday at 8 and 9 o'clock in the morning, and Benediction at 4 o'clock in the evening.

LATEST DATES.

| | | | | | |
|---|---|---|---|---|---|
| England..(*tel.*)..Sept. | 11 | Hankow,........Oct. | 7 |
| Hongkong,.......Oct. | 6 | Nagasaki,........ „ | 7 |
| Tientsin,........ „ | 6 | Yokohama,....... „ | 2 |

Latest dates in England, from China,—

Hongkong,...... July 12 } Received via Marseilles
Shanghai,....... „ 5 } Aug. 27th.

OPIUM QUOTATIONS.

For the week ending Oct. 12th, 1866.

| Malwa. | | Patna. | |
|---|---|---|---|
| Oct.—*New.—Tls.* | *Old.—Tls.* | *New.—Tls.* | *Old.—Tls.* |
| 6,—615 *a* 620 .... | 620 *a* 625 | 395.......... | 405 *a* 410 |
| 8,—615.... .. ........ | | 437.................. | |
| 9,—.................. | | 410 *a* 413.......... | |
| 10,—.................. | | 410 *a* 413.......... | |
| 11,—570, Noml.......... | | 415.................. | |
| 12,—575 *a* 580.......... | | 416 *a* 417.......... | |

BIRTH.

At Shanghai, 13th inst., the wife of Henry Dickinson, of a Son.

DEATH.

At Shanghai, on the 12th instant, Captain Jeffrey, of the barque *Camilla*.

LATEST SHIPPING INTELLIGENCE.

Arrived.—Oct. 13th; "Express," (Br. str.) Whitelaw, from Ningpo; "Alma," (Am. schr.) Eldridge, from Nagasaki; "Tatung," (Am. str.), Cook, from Hankow.

Departed.—Oct. 13th; "Sir W. F. Williams," (Br. sh.), Wilson, for London.

PASSENGERS.

Arrived.—Per "Vulcan," from Foochow, Madam Anna Bishop, Messrs. Shultz, Lazell, and Hendrickson. Per Steamer "Singapore," from Hongkong—Mrs. Twigg, Mrs. Thin, Mrs. Halkett, Mr. and Mrs. Dick, Professor Bushell, Messrs. Thorpe, Morris, Delane, Willgoss, Baber, Brennan, Oxeyham, Cassimbhoy and Son, Dedandes, Fonselo, and 12 Chinese. Per Str. "Nanzing," from Tientsin—Mr. & Mrs. Lay, and family, Messrs. Thobeller and Sandry, and some Chinese. Per Str. "Suwo-Nada," from Hongkong—Messrs. Booth, Middleton, Rechoff, and Goodrich, and 83 Chinese.

Departed.—Per Str. "Nepaul," for Hongkong—Miss Firth, Mrs. Francis, Mr. and Mrs. Sandeman, Captains Shaw, Blount, Dr. Payne, Messrs. Morrison, James, Seyd, Spence, C. Smith, Elpheck, Howell, C. T. Woods, S. H. Cheshire, C. Dow, Jamieson, McAdam, Watt, & Williams. Per steamer "Aden," for Hongkong,—Rev. B. Petitgun, Mr. and Mrs. Sterry, Messrs. R. J. Forrest, T. Lane, A. Overweg, W. Jackson, J. B. Hallam, C. Glover, Aug. White, Liddelow, Powys, two Japanese officers. Per P. & O. S. S. "Singapore" for Nagasaki,—Messrs. Grosser, Norton, J. W. Allen, and four Japanese Gentlemen. Per P. & O. Co.'s S. S. "Ganges" for Yokohama,—Mrs. Knight, Messrs. Willgoss, Thorpe, R. W. Little, C. H. Hamann, H. A. Mylne, and J. S. Coysh.

One of the P. & O. Co.'s Steamers, with Mails, &c., for Europe, is appointed to leave on Friday, the 22nd instant.

The London Mail of the 10th Sept., due in Hongkong on the 21st Oct., and here on the 25th:—It arrived last year on the 3rd Nov., per *Granada*.

The French Mail of Sept. 17th, due in Hongkong on the 28th Oct., and here on the 5th of Nov. It arrived last year on the 8th of Nov., per M. I. "*Labourdonnais*."

The publication of the *North-China Herald* commenced at 3.30 P.M.

The North-China Herald.

*IMPARTIAL, NOT NEUTRAL.*

SHANGHAI, SATURDAY, OCT. 13, 1866.

The distinguishing features of Chinese history, have been set down as rebellions and floods. From the days of Yu, to the present time, the watercourses of China have been the besetting difficulties of its rulers. Some one or other of the various rivers and streams which intersect its plains, is perpetually overflowing and flooding the country, or silting up and preventing the passage of boats. Now, we hear of a change in the course of the Yellow River which ruins the channel of the Grand Canal, and now of a breach in the Hangchow sea-wall which admits the water and impregnates the creeks of whole districts with salt. Some months ago, the Yangtze had fairly submerged the foreign settlement at Hankow, and still more recently another outbreak of the Yellow River was reported in a neighborhood which it was believed to have quitted for a more northerly course. Governors of provinces are of course supposed to be competent to deal with engineering as with all other difficulties, whether legal, scientific, diplomatic or military; and the result is that the remedial measures adopted are frequently ill-judged and insufficient. The accumulation of wealth while in office being as important in a Chinaman's eyes as the acquisition of fame, he naturally avoids any expense that is not necessary for temporary repair; and the evil recurs on the first provocation. The constant difficulties with the Yellow River for example are mainly attributable to the peculations of the 河工總督 Governor General of that impracticable stream. If the large sum set apart annually for the repair of its banks had been faithfully expended, the route from Chinkeang to Pekin by the Grand Canal would still be open.

Of all the provinces in the empire, that of Kiangsu must cause the greatest anxiety in this respect to its Governor. It is literally cut up into a series of small islands, by the innumerable watercourses which intersect it; and as its extreme flatness prevents the current in most cases from acquiring any strength, these are very liable to silt up and change their course. The Soochow creek, as it is called by foreigners, is an example of this difficulty. About three years ago, it may be remembered, a section of the bed near Chêng-zu having silted up so as to render the creek almost impassable, a new channel was cut for it across a neck of land round which it had previously meandered; the Chinese concluding, with an intelligence for which we hardly give them credit, that the cutting a new channel for a short distance, was no greater trouble than cleansing a longer portion of the old one; while the shortening of distance left a balance of gain. But an especially troublesome part of the Soochow creek is a section near Taitsan. Successive Futais have devoted time and money to visiting and deepening the channel in the neighborhood, but without permanent result; and now again, we learn, it claims attention. Probably from the fact that it is the channel through which the rice tribute from this district is supposed to pass to the Grand Canal, *en route to Peking*, the Soochow creek is regarded with a respect which prevents the neglect too lamentably apparent in other public works. Accordingly, Kweh Pey-ying, the acting Futai, intends to take the opportunity of an approaching visit to Shanghai, to visit and survey the spot alluded to, and to order the necessary measures for its repair.

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Instances of kindness shown by the Coreans towards shipwrecked sailors have lately been frequently made public. Captain McCaslin's narrative of the reception of the crew of the *Surprise*, adds another to the list, and should call forth some official expression of acknowledgement. Wrecks of vessels employed in the northern trade are unhappily not infrequent; and no opportunity of bespeaking for future unfortunates the same good treatment which has been invariably accorded hitherto, should be lost. During twenty-five days that they sojourned among the Coreans, the survivors from the *Surprise* appear to have experienced an anxious kindness which contrasts strongly with the behaviour of the Chinese, after they had crossed the frontier. Neglect, delay, and hard fare succeeded the attention and profuse hospitality of their former hosts. They appear to have been indebted to a French missionary for their very food, while at Moukden, and certainly to his influence for their eventual dismissal to Newchwang. Viewed in the abstract, the conduct of the Chinese authorities presents no ground for actual complaint. They did feed and pass on the men handed over to them; and did not ill use them. It is only by contrast with their neighbours, that they come out so darkly. Only eighty years since, an act of Parliament was found necessary in England, making the "prevention of the escape of ship-wrecked persons, the wounding of such as had attained the shore, or the exhibition of false lights in order to decoy vessels into danger," capital felonies; and it is to be feared that infractions of the law were, for many years afterwards, not rare. A well-known scandal is repeated of a clergyman and his congregation, on the Cornish coast, rushing out of church in the middle of service, to join in spoiling a wreck which was just then announced. Our own history, then, is not so immaculate that we can afford to complain greatly of the Chinese confining themselves to the most barren performance of their treaty obligations, in regard to ship-wrecked persons. But their neglect only makes the kindness of the Coreans more remarkable, and leads us to again express a hope that full investigation will be made into the circumstances attending the recent massacré of French missionaries, before any severe measures are adopted towards a people who have shown so great humanity to other foreigners in their need. Our conception of the inhabitants of this isolated little kingdom has not hitherto been very clear; but we have certainly believed them inferior in civilisation to the Chinese; yet we find them, though bound by no treaty, showing greater regard for the rites of hospitality than the latter, and treating men thrown entirely on their mercy rather as welcome guests than as troublesome intruders. Nations more enlightened than the Coreans—the early Greeks and Romans for example—regarded a ship-wrecked foreigner as a lawful slave. Until very recently, a Christian stranded on the African coast stood a poor chance of escape from his Mussulman captors. A Raoul de la Chastre might escape through the affection of his mistress; but a heavy ransom or a life-long servitude was the general fate of the unhappy Frank who fell into the hands of a true believer. Nothing could have saved the crew of the *Surprise* from a similar lot, if the Coreans had chosen to retain them in their power. The loss of the vessel would have been duly chronicled, and it would have been inferred that the missing ones had been involved in her destruction. That the Coreans should, on the contrary, have elected to treat them with kindness, and forward them, as far as lay in their power, towards their own countrymen, renders still more incomprehensible the alleged ferocious massacre of missionaries who had been living among them in peace. Fanaticism on the part of the people, or jealousy on the part of the rulers, alone suggest a solution. In either case it may be necessary to exact pledges against a repetition of the crime; and an opportunity of opening up commercial relations with the country is afforded, too good to be passed by. But in either, as we remarked on a previous occasion, the employment of indiscriminate force is to be deprecated, as much from absolute injustice as from its inappropriateness as a means of avenging the death of Christian missionaries, murdered while prosecuting their labours in defiance of the known laws of a fanatical and semi-barbarous state.

## Summary of the Week.

The continuation of the cricket match between *Tea and Silk* and *The World* is almost the only piece of local news that we have to chronicle. The scores will be found below. Artistes of various classes have commenced the cool weather performances. Amongst others, Madame Anna Bishop announces a series of concerts, the second of which takes place this evening. As an instance of the depreciation in the value of property, we may mention that Messrs. Vaucher Frères' Swiss Bungalow on the Sikawei Road has been sold for Tls. 1650. A Mr. Delcor advertises his intention to open a "Cremorne" there.

The entries for the approaching races will depend principally for their interest on the ponies. We do not notice a single new name among the horses, nearly all of which, except *Havannah* and *Ramornie* have run over and over again at both Hongkong and Shanghai, and whose capabilities, therefore, are tolerably well known. These two were new comers at the last meeting, but were neither in their prime and will, we anticipate, do better now than in the spring; regarding their running, therefore, there is still a certain degree of darkness. *Exeter* and *Sir William* are again matched several times, and if both run in their old form we may hope for a repetition of the same exciting struggles which took place between them in April. *Early Purl*, *Traveller*, *Pathfinder &c.*, are all old friends, and *Peter Simple* and *Kangaroo* are again matched for the Steeple Chase, with two competitors. To compensate however for the absence of new blood among the horses, there are griffins enough to bewilder the keenest speculator. Thirty six entries raise the value of the Maiden Stakes by Tls. 180; the names of most of our famous pony-owners figuring amongst the proprietors. The "Maloo Plate" with 29 and the "Wangpoo" with 30, the "Northern Cup" with 32, the "Farmer's Plate" with 37, and lastly the "Consolation" with 47, all speak well for the vitality of pony-racing.

A programme of the Tientsin autumn race meeting will be found elsewhere. The murder of the crew of the *General Sherman*, alluded to in our Chefoo correspondence, is said to have been ordered by the King. This fact, taken in connection with the execution of those who held communication with the *Emperor* on the occasion of her recent visit, would go far to point to the *Government as the author of the persecution* of the missionaries, in which they were prompted probably by the usual hatred of foreign intrusion.

Native reports from Yangchow mention the presence of large bodies of *Nien-fei* on the borders of Shantung and Honan; and state that Tsên-kwo-fan is about to move his head-quarters to Tsinan, the capital of the latter province, in order to operate against them.

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WOOSUNG.

Woosung has been the object of a great many schemes, from a railway terminus and dry docks to a site for villa residences and a sanitarium. But the decrease from the 273 vessels which crowded the harbour in 1863, to the 70 and 80 which have since found easy room, obviated the necessity for the former scheme; and the sudden change in the fortunes of Shanghai which finds a parallel in the shipping returns, dispelled the dream of country retreats, neat gardens, and profitable sale of property, which had been conjured up as a certain consequence of the Woosung road. A railway via Woosung and Kading to Soochow, is the latest project; but though the eventual construction of a line between this port and the provincial capital may be certain, we fear it can hardly be looked for so quickly as the promoters of the China Railway Company Limited might desire. In the meantime, while the country around Woosung is still country—undisturbed by the shriek of steam engines, or the din of traffic which is, of course, expected to follow in their wake—we fall back on the idea of a sanitarium, as the only one at all likely to be practically realised at the present time. Not a sanatorium in the sense of a vast building, with a crowd *of servants, where invalids are to await* returning health amid every luxury; not even a hotel; but a quiet little inn, at which people inclining to make a day's excursion might be sure of finding shelter and refreshment. Unnecessary and excessive expenditure has been the bane of half the undertakings in Shanghai. The Club has saddled itself with a debt which practically places it in the same position as the Shanghai Wharf, save that its creditors are more lenient. The Gas Company has contracted a loan, the interest in which absorbs all its funds, in order to construct works of double the size needed; and the funds of the new Masonic Hall have been cramped by the purchase of an inconvenient site, at an enormous expense, apparently that it might have the eclat of a position on the Bund. We merely suggest the construction at Woosung of a plain wooden building, in which visitors may be sure of getting spatch-cock and ham and eggs, whenever they feel inclined to leave the "fumum, et opes stropitumque" of Shanghai, for the quiet, if not picturesque neighbourhood of the Woosung fort. The principle of the Indian dâk bungalow would probably be the best and cheapest that could be adopted, save that *the* action of government in providing the building must here be represented by private enterprise. A native servant, learned in European habits, is placed in charge, and given the privilege of providing food for visitors, who are further more required to pay a small sum for their temporary use of the building. Naturally, as visitors are uncertain, and the native is not a capitalist, he cannot give gorgeous entertainments. A fowl, which you help to catch and eat half an hour afterwards in the shape of "sudden death"—as spatch-cock is more familiarly called by habitués of the Grand Trunk Road,—is generally the staple of the repast. If you get potatoes you are lucky, and the production of a bottle of beer is counted a luxury, which one must have travelled for several days through the dust and heat of the "plains" of Bengal to properly appreciate. The journey to Woosung is not fraught with so great inconvenience, and probably the two latter articles would be looked on by visitors rather in the light of necessaries, which fortunately could there be easily procured. In every other respect, we think, the Indian principle would work admirably. The bar at the Cricket pavilion is an existing proof that a Chinaman can supply good beer, and good wine too, if it answer his purpose; and the tiffin provided under Chinese auspices, on the occasion of the last match, could not have been better. If only some enterprising capitalist can be induced to lay out two or three thousand taels on a building of the plainest description at Woosung, we have little doubt that he would find a similar system of fees from visitors remunerate him for the outlay; and that plenty of Chinese, learned in foreign habits and proclivities, could be found to enter into the speculation of supplying spatch-cock, potatoes, and beer to casual visitors, or even a banquet if forewarned. We can hardly expect to transfer to Woosung, the jolly hostess, the obsequious waiters, the bouncing chamber-maids, and the garrulous host, who have called forth so warm expressions of admiration from writers of every age in England. We may not, perhaps, at that romantic fishing village, quite realise the truth of Shenstone's lines

> Whoe'er has travelled life's dull round,
> Where'er his stages may have been,
> May sigh to think he still he has found
> His warmest welcome at an inn.

But, admitting as most of us do the force of Horace's maxim, "dulce est desipere in loco," we should find Woosung a tolerably pleasant place for the purpose, and derive benefit from the fresh air, while we enjoyed the relaxation.

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DISTRESSED FOREIGNERS.

Old residents in Shanghai recollect the day when a poor foreigner was as seldom seen as a black swan. We all have a vivid memory of the rebel times, when the starving crowd of Chinese were driven by ruthless violence into the neighbourhood of the foreign settlement, and when a canter along the Maloo was like a ride over a field of battle. To the right and to the left were multitudes of human beings in the last extremity of wretchedness, squalid with filth, emaciated by famine, and noisome from those diseases which are the hideous children of these two ghastly parents. Happily for our health, if unhappily for our pockets, no sights like these are now visible when we take our afternoon ride or drive towards Sik-a-wei or the Bubbling Well. But, we cannot, as in old days, congratulate ourselves on an immunity from poverty. The loathsome throng of natives is removed, but there are visible in every street knots of shivering Madrasees, jabbering negroes, and gaunt hunger-bitten Englishmen, who hang about our office doors begging for clothes, a passage to Hongkong, food or money. We generally dismiss these unfortunates after a few enquiries, directing them to go to the Consular Officers; and perchance they are relieved or shipped off by them. But another and another still succeed, and we cannot now close our eyes to the fact that the nature of our population is changing if not already changed. These men are all more or less responsible for their unlucky plight, but still as Hamlet says in the most hackneyed of quotations; "Use every man after his desert, and who should 'scape whipping!" and so we cannot exactly reconcile it to our consciences to leave them to die in the streets. Though, unlike George Canning's knife grinder, they all have a separate story to tell, still there is a general resemblance between their narratives. They may be divided without difficulty into three classes.

1*st.*—Runaway Sailors who have deserted their ships owing to gross ill usage.

2*nd.*—Men who have been in Chinese employ in the ranks of "the ever-victorious army."

3*rd.*—Men who have been brought out to China by the delusive hope of finding a fortune; in common language "*seeking*."

It is very probable that, in the early years of some members of the third class, there were unfortunate circumstances, and we may readily believe that many of them might have been originally like Tom Jones, when he is described as rather flying from his fortune on shore than seeking his fortune at sea. Still their position, when once they find themselves dollarless in Shanghai is by no means pleasant, and if, as often happens, exposure to the sun and poor diet bring on illness, their case is truly deplorable. Attempts have been made to organize Societies for the Relief of Distress, but those efforts were attended with a very large outlay of money, and there is little or no doubt that in few places is charity more open to abuse than in China. We can never repeat too often the saying of Lord Ebury, "Misdirected charity is, in the ratio of its misdirection, so much abstracted from those who really require it." If we were to establish a Refuge, a Distressed Foreigners' Society or any organized Institution to-morrow, we should in a few weeks be inundated with claimants for its benefits from every port on the coast. News would fly rapidly from Tientsin to Hongkong that dollars could be obtained by appearing in a sufficiently wretched plight before the Relieving Officer of the Benevolent Society in Shanghai, and at once "the neighbour confines would purge them of their scum," and the Model Settlement be flooded with beggars of all nations. If larger means were placed by government in the hands of the Consular authorities, we should probably see the

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evil checked, or if a fund could be collected quietly and placed in the hands of some officer of the Municipal Council, who would take the advice of the Superintendent of Police in each case, we might in time see fewer piteous objects in our streets, and have the satisfaction of feeling that we had judiciously and cheaply relieved much misery.

The most feasible scheme ever suggested, was the establishment of a Refuge like that at Field Lane, where homeless wanderers might obtain a bed, a crust of bread, a jug of hot tea and shelter from the inclement winter weather. If such a place were provided, we should at least be able to satisfy ourselves that we had no death by starvation to answer for; but a Refuge like this must be under strict surveillance, near the Police Station, and its occupants should be regarded as under the control of the Inspector on duty. If not narrowly watched, such a place might become a harbour where the most desperate characters in the settlement might meet to plot burglaries and acts of violence. There seem few objections to the provision of such an asylum or "Tramps' Ward," and we are convinced that, Shanghai being now in a transition state, a simple scheme to meet the exigencies of the hour is better than an elaborately planned Benevolent Society; but we should do *something* to assist those "poor fellow" scramblers up Life's Hill, who are struggling and wallowing in that dirty slimy marsh of Poverty which we look down upon from so comfortable an elevation."

## CRICKET.

The match between *Tea and Silk* and *The World* was continued yesterday; the former going out with 144 runs, leaving *The World* to get 139 runs in eight wickets to win. After the latter had lost one wicket for 12 runs, the game was obliged to be given up. It will, we learn, be continued on Monday.

Tea and Silk.

| | | | | |
|---|---|---|---|---|
| [illegible] | c Jowitt | 1 | c Manson | 25 |
| [illegible] | c Manson | 0 | c Groom | 17 |
| [illegible] | not out | 68 | c Manson | 40 |
| [illegible] | b Dent | 2 | absent | — |
| [illegible] | c Hyslop | 1 | c. Manson | 4 |
| [illegible] | b Dent | 0 | b. Dent | 9 |
| [illegible] | b Dent | 20 | b. Manson | 0 |
| [illegible] | c Manson | 0 | b. Manson | 0 |
| [illegible] | b Fraser | 5 | c. Pearson | 16 |
| [illegible] | run out | 0 | leg b wicket | 0 |
| [illegible] | b Manson | 5 | not out | 3 |
| Byes | | 3 | Byes | 4 |
| Leg Byes | | 2 | Leg Byes | 7 |
| Wide Balls | | 24 | Wide Balls | 19 |
| | Total | 131 | Total | 144 |

The World.

| | | | | |
|---|---|---|---|---|
| [illegible] | b Tate | 15 | | |
| [illegible] | run out | 25 | b. | 4 |
| [illegible] | c Oldham | 0 | | |
| [illegible] | c Mollison | 7 | not out | 3 |
| [illegible] | b Mollison | 18 | | |
| [illegible] | b Mollison | 3 | | |
| [illegible] | b Tate | 0 | | |
| [illegible] | not out | 22 | | |
| [illegible] | c Bullock | 10 | not out | 2 |
| [illegible] | b Mollison | 4 | | |
| [illegible] | c Dow | 1 | | |
| Byes | | 9 | Byes | 2 |
| [illegible] | | 9 | Leg Byes | 1 |
| [illegible] | | 1 | | |
| | Total | 124 | Total | 12 |

### Mottoes.

From Standard English Authors, suggested for adoption by Shanghai Companies and Public Institutions.

*(Second Series.)*

For Several Banks during the year 1866.
"Break, break, break."
*Tennyson.*

For the Royal Asiatic Society.
"But she, Good Goddess, sent to every child Firm impudence, or Stupefaction mild."
*Dunciad*,—Bk. iv. 529.

For the Shanghai Horse Bazaar.
"In that country are many griffins."
*Sir John Maundeville*, chap. xxvi.

## CHEFOO.

*(From our Correspondent.)*

The French admiral returned from Corea a few days ago. The exploring squadron having reached the Bay of Prince Jerome, the Corean pilot on board pointed out the mouth of the river leading to the capital. The gunboat *Deroulède* commanded by Lieut. Richy was immediately ordered off to sound, and if possible to reach the town of Kang Hoa, about one third of the way up to the capital. The gunboat ascended the river against a current running five miles an hour, and found it practicable as far as Kang Hoa, and the Commander having made drawings of the Island on which this town is situated, and also a plan of the river, returned to the Admiral. The next day the Admiral embarked on board the *Deroulède* and in company with the *Tardiff* made his way up to Kang Hoa. It appears that the Steamer *Emperor* had lately reached this place by another channel of the same river, which meets the stream ascended by the French gunboats at that spot, and a town on the other bank was taken by the Captain of the *Emperor* for the capital. The French gunboats continued the ascent of the river from the point where the *Emperor* terminated her observations and surveys, for about twenty miles; and then came in sight of the walls of the city of Seoul, the capital and residence of the king. On their way thither they found great difficulties. Continual shoals, rocks and sharp turnings, together with the rapidity of the current, brought them to a stand several times. They found several stone forts along the river side, with guns mounted. On their way the Mandarins collected a fleet of junks to bar the passage, but after a warning and a round shot, they dispersed and left the road clear. The authorities came on board and presented the French with provisions, a fat ox amongst other things, and requested them to withdraw. After taking drawings, soundings, and plans, the Admiral gave orders for the *Deroulède*, to turn her course down the river, but very soon after, the *Tardiff* was fired at; both gunboats returned the fire and dispersed the soldiers. At Kang Hoa they were again fired at, and again were obliged to send a few shot in return. The forts seemed swarming with soldiers, with flags, and armed with muskets. The soldiers also wore Japanese swords. After some little trouble the gunboats rejoined the *Primanguet* which had been waiting for them at the mouth of the river, and the squadron returned here. The expedition leaves for Corea at the end of this week. While off the coast they heard that the American schooner *General Sherman* had been wrecked, and all hands murdered. This has since been confirmed by a junk arrived to-day from the Corean Coast.

The Coreans who held intercourse with the *Emperor*, have all had their heads cut off.

## CHINKIANG.

Minutes *of a Public Meeting held at the Custom House, Chinkiang, 1st October, 1866, for the purpose of considering the advisability of erecting a Public Wharf and Godowns on the South bank of the river.*

The chair was taken at 2.45 P.M., by H. E. Ying, Taotai.

There were present on the occasion:—General Kiernan, U. S. A. Consul; Li, Prefect of Chinkiang; Lu, Expectant Prefect; W. Kleinwachter, Commissioner of Customs; Messrs. Pater, Spencer, Sidford, Dymes, D. Hay, Haskell, C. Hay, Canny, and several Chinese merchants.

Mr. Canny having been requested to take the minutes, the meeting was opened by the Taotai's Proclamation being read.

Ying, Taotai and Commandant of the troops of Changchou, Chinkiang, Tungchou, and Haimên, in the Province of Kiangsu, and Superintendent of Maritime Customs at Chinkiang, issues the following proclamation for general information.

Whereas it is most important that government officials within their respective jurisdictions should promote the prosperity of trade and the well-being of the people, the former Taotai Hsü already had taken into consideration the strength of the current of the Yangtze, and the consequent inconvenience attending the transportation of goods across the river, and was desirous of devising means for avoiding this difficulty.

He at first contemplated ordering all the hulks to remove and anchor near the southern shore, but upon examining the state of the water there, it became apparent that not only the hulks would have great difficulty in remaining at anchor, but besides, steamers would not easily be able to make fast alongside of them. Under these circumstances another plan had to be devised, to which I, since having entered upon my duties, have given continual and careful consideration, and am glad to say with some result, as far as it lay in my power to act in the matter. I now intend to convene a meeting of merchants, in order to enquire conjointly into the merits of the scheme, and to decide upon the best means for carrying it out.

The scheme which I have in view is to have a wharf, together with godowns in its vicinity, built near the British Concession or any other suitable place. Steamers could then go alongside of the wharf, and discharge and ship their cargo to and from these godowns. Merchants importing or exporting goods could take or give delivery of them respectively through these godowns, and the danger of crossing the river would thereby be avoided.

I could not very well fully explain my idea, (nor would it be advisable to do so) as it most likely may be one-sided, and mistaken in regard to its real benefit to trade and the people, and besides, merchants out of misplaced respect might perhaps abstain from offering an opinion.

Besides having communicated with the Consuls, requesting them to make it known to the foreign merchants, and to assemble with them at the Custom-house on the 23rd of the present month, (1st October) at 2 P.M., in order to deliberate conjointly and eventually pass some resolution,—I also informed Hsü Expectant Prefect with the rank of Taotai, and mentioned the same to Li Prefect of Chinkiang; and I lose no time in issuing this Proclamation, and expect that also the Chinese merchants of Chinkiang will not delay in paying due regard to it, and assemble as appointed at the Custom-house. 示特切切望覩得毋

Issued Tung-chih, 5th year, 8th moon, 17th day.

*Memo.*—The translator could not clearly express the meaning of the Chinese characters at the end of the proclamation.

A written statement of the Taotai's view was then laid before the meeting—the following translation of which was read by the Secretary.

After having read the proclamation convening the present meeting, the Taotai begs to lay before it a statement which he has prepared, regarding the manner in which he proposes to have the wharf and godowns built, and requests that the same should be taken into consideration.

There is a plan ready for inspection which was prepared by a Contractor who for some time has been engaged in the erection of Wharfs and building of ships, and whom the Taotai had caused to come here from Shanghai for the purpose.

He is inclined to contract for the construction of the Wharf within 4 months and at a cost of Shanghai Tls. 22,000.

According to that plan the Wharf is to be erected abreast of a part of the British Concession; however should the current of the water there make it difficult for steamers to anchor, another place will have to be chosen.

The Wharf would enable two or three steamers to discharge and ship cargo alongside of it at the same time.

In the vicinity of the Wharf, Godowns for storing the steamers' cargo will be necessary: Should no other piece of ground be procurable the Taotai has 5 mow odd of spare ground next to the Custom House, which he would let to the Wharf Company for the erection of the Godowns at a necessarily trifling rent.

For the construction of the Wharf and Godowns he thinks that a capital of Tls. 30,000 will be required, taking Tls. 22,000 for the Wharf, and Tls. 8000 for the building of the Godowns.

The scheme is so extensive that one person alone would hardly undertake to carry it out, the Taotai therefore proposes that merchants should raise the required capital by subscribing on shares for it, and then again as it could not be managed by every individual shareholder, he proposes that two foreign and two Chinese officials should be elected Honorary Directors (Trustees) and three foreign and three Chinese merchants, Provisional Committee of Management. The latter would have the management of everything regarding the concern as examining the accounts of monies of every description &c. &c., collected or spent.

It appears to the Taotai that the carrying out of the scheme would not only enable the steamers to discharge alongside a wharf, whereby merchants would no longer suffer under the inconvenience of their imports and exports having to cross the river, but it also promises a good profit to the shareholders.

For example, according to the return of last year the number of steamers passing up and down amounted to 450 up to the present. Every time of a steamer going alongside of a hulk an expense was incurred of over Tls. 25 Calculating upon the above number, something over Tls. 11,000 would be the rough income of the wharf alone. Setting aside Tls. 5.000 for wear and tear, salaries, wages &c., on the capital of Tls. 30,000 a nett profit of Tls. 6,000 would be left, which is equal to 20 per cent interest per annum.

So far everything looks very bright; however the Taotai thinks nothing could be decided upon if those Shanghae firms who have steamers running on the river should not be willing to co-operate—either by not subscribing for shares or by not ordering their steamers to come alongside of the proposed wharf, inasmuch as the construction of a wharf would be useless if steamers were unwilling to fasten alongside of it.

The Taotai already, some time ago, made enquiries of the merchants in Shanghae, and they all appeared willing to support the undertaking; but at that time he could not enter into any particulars, nor did it devolve upon him to do so.

Therefore he to-day proposes that the gentlemen present should conjointly deliberate upon the subject and eventually invite—

Mr. F. E. Haskell,
Mr. Charles Hay,
Mr. J. M. Canny,

to act as a Provisional Committee who should communicate with the Shanghae firms in question, and try to settle upon some agreement whereby the steamers would be bound to come alongside of the wharf; and afterwards another meeting should be convened in order eventually to decide upon the carrying out of the scheme.

In the discussion which ensued, and in which Mr. D. Hay, General Kiernan, Mr. Canny, Mr. Haskell and Mr. Kleinwachter took part, it was pointed out that the present meeting was merely a preliminary one, convened for the purpose—

1st. Of putting the Taotai's views before the foreign and native community.

2nd. Of electing a Provisional Committee of Management.

The Provisional Committee were to be empowered to treat with the owners and agents of River Steamers in Shanghai, and try and obtain a guarantee from them to send their steamers alongside the wharf, in case it be erected, to load and discharge, instead of to hulks as is at present the Custom. They were also to consult with the Captains of River Steamers as to the most eligible site for the intended wharf, and have surveys held if necessary.

It was further intended, should everything turn out satisfactorily, that they were to invite contractors to send in estimates and plans; and that at as early a date as possible they were to lay the result of their enquiries and investigations before another general meeting.

A plan of a pile wharf was laid on the table. It had been received from a Shanghai firm which had made a survey of the river in front of the bund. The estimate for this plan was Tls. 22,000, and Tls. 8,000 for Godowns. This estimate was taken by the Taotai as the basis of his scheme.

It was elicited during the discussion that *the Taotai hoped to raise the greater part* of the proposed capital amongst the Chinese Community, but foreigners were also to have the right of becoming shareholders if they so wished it.

Attention was drawn by one of the speakers to the omission of a very important item of revenue in the prospectus prepared by the Taotai. In his statement the receipts from steamers mooring alongside the wharf was taken as the basis of his calculation of returns on the capital invested; and the matter of godown rent was quite overlooked. That this will form no inconsiderable item of revenue there can be no doubt—considering especially the large trade in *chow chow* cargo done between Hankow and Chinkiang.

It was then proposed by Mr. D. Hay, seconded by Mr. J. M. Canny,

That in the absence of H.B.M. Consul, which is much to be regretted, the Provisional Committee be requested to communicate with him, and ask that his support and countenance may be given to the scheme.

Proposed by Mr. F. L. Pater: Seconded by Mr. D. Hay.

That the following gentlemen be elected members of the Provisional Committee of management.

Mr. C. Hay.
" F. E. Haskell.
" J. M. Canny.

This resolution was carried and the following Chinese merchants were then elected to serve with them on the Provisional Committee.

Suey Hee Long.
Tan tsze Wha.
Woo tze Ee.

Proposed by Mr. D. Hay.
Seconded by " F. L. Pater.

That the Provisional Committee be empowered to take all the necessary preliminary steps towards carrying out the erection of the Wharf on the south bank of the river, and that they lay the result of their labors before a second General Meeting at as early a date as possible.

This brought the proceedings to a close, and the chair having been vacated—

General Kiernan proposed, and Mr. Canny seconded—a vote of thanks to the Taotai, which was carried unanimously.

## LOSS OF THE "SURPRISE."

We have been favoured by Capt. McCaslin, with the following interesting particulars of the loss of the American schooner *Surprise* off the Corean coast.

On the 24th June, half an hour after midnight we left the wreck in a sinking condition, and in the evening landed on a small Island, where the few inhabitants we saw treated us very kindly, giving us rice to eat; but wished us to go away, as soon as we finished it. However, we remained until the storm abated on the next day, and tried to get back to the wreck, but the sea was running so high, that we were obliged to come back to the Island. On the following day we got into the boat, and kept to the North West, hoping to reach the coast of China. After sailing between 15 and 20 miles, we observed a small village, and as it was getting late, and we were all tired and hungry, we landed. But on our approach, we were surrounded by about 200 natives, who would not allow us to go one way or another until the Mandarin was ready to receive us. After a short delay we were taken before the Mandarin in the open air, mats having been placed on the ground for us to sit on. With the help of our Chinese cook, we made him understand what we wanted. After a long examination, we were escorted to a room where they gave us plenty of rice and fish to eat; but would not allow us to go away. After the lapse of two days, another Mandarin came, before whom we were strictly questioned as to our country, our business there and our appearances. Even the buttons on our clothing were examined strictly, after which we were taken back to our room and kept there, until the arrival on the fourth day of some other dignitary who examined us again, and again sent us back to our domicile to await the arrival of another Mandarin from the capital, who brought with him a Chinese interpreter to whose care we were confided. He was very kind, giving us abundance of the best food procurable; and giving plenty of tobacco. Some of us being sick, they brought medicines, and in short endeavoured to keep us as comfortable as they could At the expiration of 24 days, a letter arrived from a city distant 14 miles in a N. W. direction ordering us thither, but owing to the difficulty of travelling across the rugged, mountainous foot-paths, it required a whole day to travel the distance. We were kept in this city all night, and the next day were brought before the Mandarin who gave each of us a suit of clothes, and enquired how we had been treated at the other places where we were delayed.

At about 9 A.M., we were again on our way towards the principal city of Corea, situated near the Chinese frontier. In this instance, being provided with horses, after two days smart riding we reached the city; having been very kindly treated during the journey, with plenty to eat and drink. There we were taken to a government building where two large rooms with a large yard in front were given us to pass the night in, and where we were treated very kindly, every thing we asked for being given us. Next morning we were taken into the presence of three Mandarins, who looked on us very kindly making each of us a present, and anxiously enquired if we had been well treated on our journey through Corea. On the 16th day after our arrival, the Mandarin appointed to escort us to China arrived, and we, being provided with ponies, started on our journey the next day. For two days, our way lay through a wild and uninhabited country, but the close of the second day brought us to what is called the Corean Gate, a wall about 30 feet long, and 20 feet high, having a gate, or passage through it, which divides *Corea from China.*

We stopped in the neighbouring town all night, and in the morning resumed our journey to a walled village 30 *li* distant, where we were handed over to the Chinese authorities, who treated us in a very different manner from the Coreans, giving us very little to eat, and the food of the very meanest and poorest kind. After two days' detention, we resumed our journey towards Peking, travelling late and early for six days, at the expiration of which we arrived at the city of Moukden. During this time we had to live on skillett and corn. The Mandarin in Moukden refused to take us in hand and would give us nothing, so the official in whose charge we were was obliged to take us outside the city walls, to a cook shop where a French missionary sent for us, hearing of our distress. The Mandarins would not allow us to go. Finally, I took a German and a Chinaman with me and proceeded to the missionary's place, where we were very kindly received and treated to a good dinner. The next day we were again taken into the city, but, as on the preceding day, had to return to the cook shop at night, the Mandarins taking no notice of us. Having obtained permission, I took all the men with me to the Frenchman who appeared very much pleased, he again providing a good dinner for all hands, and at 9 P.M. we sauntered back to the cook shop. Next morning we were again taken into the city, where the authorities took charge of us, handing us over to four different persons. One of these gave us mats to sleep on; the others conducted us to a gaol or a sort of a cage, where there were about a thousand criminals confined. Seeing and smelling the filthiness of the place, we determined not to remain in it unless compelled to do so. I rushed among them, gained the outside of the prison and afterwards the outside of the walls, and was soon with the Frenchman, but only a few moments before the authorities arrived to apprehend us. The Frenchman refused to let us go until a proper place was provided for us and proper food. After two days he took us into the city and told the Mandarins we must be forwarded to Newchwang, and proper conveyances provided for us. To this they at last agreed, and the next day saw us on our road. After passing through two large walled cities, we, on the seventh day arrived at Newchwang. On application at the Consulate, we were refused all or any aid, but were well treated by the residents, and after being well recovered from our fatigue, were sent to Chefoo.

## LOSS OF THE "WESTMINSTER."

*(The Evening Mail.)*

We have to report the loss of the British Ship *Westminster*, Captain Robert Bovey, on the above dangerous rocks, (Pratas shoal) and subjoin the statement of the disaster, made by the first Mate, who has arrived in this place.

The *Westminster* sailed from Shanghae with a cargo of Tea bound for London on Monday week. All proceeded well until 9.30 P.M., on Sunday last, it being the chief Mate's watch, the Captain being on deck at the time, when the Mate perceived a green light, and thought he heard the noise of a steamer in close vicinity. A light was was shown and the helm starboarded, thinking the steamer was about to cross their bows. At the same moment the look-out sang out "breakers on the port bow." The helm was at once ported, and an endeavour made to wear the vessel, which manœuvre, however, did not succeed in preventing the vessel striking. Everything was afterwards done to get her off but without avail, the weather at the time being squally, with an easterly wind. The Captain ordered all sail to be taken in, and the boats lowered for the purpose of laying out an anchor. The vessel, however, remaining firm, and water rising to 4½ feet in the hold, in spite of the pumps, the Captain left the ship in the hope of getting assistance from the natives. During his absence the vessel was boarded by them; they stripped the vessel and crew of everything portable, and ordered the mate and the remainder of the crew to leave the ship at once. They all accordingly left in two boats, and went in search of the Captain, whom they met returning. On being informed of what had taken place, he determined to go on board again, and left the two boats, his boat's crew consisting of 6 persons, 2nd mate, boastwain, steward, apprentice, and one seaman. The two boats laid off for about three hours, when it was decided that the gig should return to see what had become of the Master and boat's crew; but on their return, they stated that nothing could be seen of the boat or its crew, and that from the noise they heard whilst alongside their opinion was that the Cargo was been disturbed in the main hold. It being very dark, nothing further was attempted to aid the Captain, or search for him, and for all that is known he may be on board at the present moment. The first mate, who had laid off about five miles, then stood out to sea with both boats, and at daylight on Monday had lost sight both of land and of the unfortunate vessel, steering, N.E. as nearly as possible in the absence of compasses, until Tuesday, at daylight, when he sighted a sail, and pulled up to her by noon. She proved to be the *China*, of Glasgow, bound to Batavia, by which conveyance both boats' crews arrived in this port to-day. The men in both boats suffered extremely from thirst, and want of food, a very small quantity of either necessary being found in the boats; of course they have saved only the clothes they stand in. It is however to be hoped that the Captain, and the men with him, will turn up all right, although the mate seems to be of an opinion that they met with violence on returning to the vessel.

## SUPREME COURT.

Before C. W. Goodwin, Esq.

*Re* the Bankruptcy of Messrs. Jarvis Thorburn & Co.

Mr. Myburgh appeared for the bankrupts who had as yet filed no accounts.

Mr. Hanssen of Messrs Dent & Co., stated that they had a claim against the bankrupts and asked to be allowed to set off a policy of Insurance held by an office, whose agents they were, against this claim.

Mr. Rennie for Messrs. Gilman & Co., agents for Messrs. Ashton & Co., applied to amend a proof of a claim already made, by adding a certain amount of interest thereto.

Mr. Myburgh said that he was instructed, to oppose the whole claim. He grounded his opposition on the fact of their being no statement of accounts between Messrs. Ashton and Messrs. Jarvie.

Mr. Rennie said he was prepared on the part of his clients to produce evidence on affidavit of accounts, and urged that the Court was bound to accept such evidence as proof of the debt, at this stage of the proceedings.

Mr. Myburgh, who had only been instructed in the morning, stated that a point of law of importance might be raised against *this claim, and asked a few days' time* to advise his clients as to the course they should adopt.

There was some further discussion on this question, but the Court ruled that the amended claim be filed with the original claim and put in at the next meeting.

The Municipal Council put in several claims that were allowed.

The case was adjourned for six weeks, until Wednesday November 28th, to give due time for the preparation of the accounts.

Oxford & Co. *v.* Rustumjee Byramjee.

Mr. Myburgh appeared for the plaintiffs, and Mr. Lawrance for the defendant.

The point of law—the circumstances under which factors are justified in selling consignments—involved in this case is one of considerable importance out here.

As it was the wish of both the learned counsel that the case should be tried by a jury of mercantile men, a special jury in fact, some half a dozen jurymen were challenged. Eventually, the case was tried before the following gentlemen Messrs. Harris, Ilbert, Oliphant, Rothwell, and Wallace.

Mr. Myburgh rose and stated that the action was brought to recover some Tls. 9000 with interest. The real question to

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be tried, however, was how far factors under advances were at liberty to sell consignments made to them. Early in May the defendant consigned to Messrs. Oxford & Co., fifty chests of opium. The plaintiffs advanced some Tls. 26,000 on them and they were written to by Mr. Byramjee not to sell the consignment at a loss, even if his bills should come to maturity. In such case he would pay interest on the money advanced. The quoted price of opium kept going down and a good deal of correspondence on the consignment passed between the two parties. In consequence, Mr. Byramjee lowered the limiting price he had put on the opium and eventually directed Messrs. Oxford & Co., to exercise their discretion about selling the consignment but not to sacrifice his goods by forcing them on the market. In the exercise of this discretion plaintiffs held the goods for some time longer. Mr. Byramjee then, owing to a discussion in part with a Mr. Karberg, withdrew the discretionary power he had given, when Messrs. Oxford said that Mr. Byramjee must give them security against the loss they were likely to sustain by the fall in the value of the opium, and that unless Mr. Byramjee was prepared to pay the difference between the market price of the opium at that time and the sum they had advanced, they would be obliged to sell the goods. Mr. Byramjee declined to be bound by such a sale as it would involve a ridiculous sacrifice, and they might have sold at a smaller loss. The learned counsel quoted from a judgment on appeal of C. J. Story, to shew that factors, especially when they have made advances, have an implied power of sale; and in this case further a power was directly given also from a judgment of Lord Tenterden's to the same effect, and called

Mr. Levysohn, a partner in the firm of Messrs. Oxford & Co. The consignment in question was made to them. All the correspondence that the learned counsel had alluded to is admitted. About Tls. 26,000. were advanced by his house on the fifty chests of opium—the value in short of the invoice without costs, &c. Byramjee had received this amount. I arrived in Shanghai June 19th. Prices ruling Tls. 390. Saw Byramjee June 20th; opium not sold then. Asked Byramjee to advance money enough to cover the loss that would be experienced if opium were sold at the price of that day, or to give a security for this difference. Byramjee said he had money in the Bank, but when asked by me in what bank, he became angry and went away. I then wrote to Byramjee and said that, unless he gave a sufficient security against loss, we would at once sell the chests of opium. Byramjee replied, that any sale would be at our risk. Sold ten chests at Tls. 345, and the following day, June 26, sold the rest, at about the same price and gave an account to Byramjee, on whom I drew at Hongkong for the balance. The bills were not met

Cross-examined by Mr. Lawrance: Mr. Holt was in charge of the house here. Mr. Holt is now gone to Europe. [The learned counsel here put in a statement to show that opium early in June, the date of Byramjee's letter giving discretionary power of sale, was at Tls. 465 a 470.] I had to deal with matters as I found them. Did not know of a rapid rise immediately after sale. Am unaccustomed to deal in opium. Byramjee did not refuse to make a payment or give a security because I had lost previous market, but in consequence of "hard times" and "scarcity of money." He said if I had sold when instructions had arrived, there would have been only a small loss. Am of opinion there would have been a great one; not so great as there was eventually, of course.

Re-examined: It was the opinion of several persons that the opium market might get lower.

Two of the plaintiff's witnesses, who were now to have been examined, were nowhere to be found. Their evidence, however, was not of much consequence.

Mr. Lawrance then said that he admitted fully the law as laid down by the learned counsel for the plaintiffs, but that he contended that Messrs. Oxford had not used due discretion in the matter. The meaning of due discretion he took to be such care and diligence as a duly qualified man of ordinary capacity would take in the discharge of his own business and he quoted from a treatise of C. J. Story's in support of this definition. Now he maintained that Messrs. Oxford & Co., were not sufficiently practised in the opium trade to be duly qualified in the above sense, and therefore the verdict must be for the defendant. He then called Mr. Byramjee. Had received the Tls. 26,000. Had refused to pay the money asked for by Messrs. Oxford & Co., because he considered they had acted improperly in not having sold earlier.

*Cross examined.* Had employed Messrs. Oxford & Co., in opium transactions on previous occasions, and had not then found fault with their want of judgment. Besides considering they had acted injudiciously in not having sold the opium sooner, would have found it inconvenient to provide the money at the time they asked for it.

Mr. Myburgh then rose and said, that an absolute discretionary power was given to Messrs. Oxford & Co.; and that such power being, under the circumstances of the case, in the nature of a contract could not be rescinded by the giver only; that apart from this, Messrs. Oxford & Co., had a right as factors under advances to make a sale, especially as they could not get any security to cover their probable loss; that the real reason of the money not being paid was Mr. Byramjee's not having it; otherwise why had he not paid into Court the amount of loss he admitted must be sustained by him, and questioned only the larger sum claimed by Messrs. Oxford; and that sufficient proof of Messrs. Oxford being sufficiently versed in the opium trade was the fact of Mr. Byramjee's consigning to them and allowing them such large discretionary power. He left the case with perfect confidence in the hands of the jury.

The learned judge summed up very briefly, the case and arguments bearing on it had been clearly put, and it was a question for the jury to decide upon.

The jury after some deliberation, returned the following verdict:—

We are of opinion that Messrs. Oxford & Co. had a right to sell the opium consigned by Mr. Byramjee; but that such right might have been exercised with better judgment on receipt of Mr. Byramjee's letter withdrawing limits.

As may be imagined, some little difficulty was experienced in interpreting this rather obscure verdict. Mr. Myburgh of course claimed that it was for the plaintiff, and Mr. Lawrance naturally insisted that it was for the defendant. The Jury tried to explain what they did mean, but failed to elucidate matters much; and eventually the Court decided that the first portion implied a verdict for the plaintiff, and that the second sentence was merely an expression of opinion.

A-YUNG *v.* MASTER OF *Trebolgan.*

This was a claim for $ 1,219 14 for provisions supplied to and labour done for the ship *Trebolgan.* The application was merely a formal one to enable the plaintiff to hold judgment, as Captain Lewis is at present out of funds and unable to raise any on bottomry.

Judgment was given for plaintiff with costs.

### MIXED COURT.

Before CHALONER ALABASTER Esq., and SHU HAC-FUNG.

Messrs. ADAMSON & Co. *v.* KINKEE.

Mr. RENNIE appeared in this case—which was an application for a re-hearing—for the defendant.

The learned Counsel founded his claim on the circumstance of his client not having had sufficient notice, and so having been unable to produce evidence that would have influenced the decision of the Court on the previous occasion.

THE COURT.—The case was decided on proof in the possession of the Consulate, and a document signed by Kinkee himself, acknowledging a debt of Tls. 30,000 to Messrs. Adamson & Co.

KINKEE was called. A copy of the document was handed him, and he admitted having signed it. He said he was promised Tls. 50,000 to go into the Interior and bring Tea, and for that consideration signed it. He had never received the Tls. 50,000, nor any portion of it. He was arrested sometime back at the instance of Messrs. Dent & Co. for Tls. 45,000. He was got out by Messrs. Adamson & Co., that he might go into the Interior and buy Tea. He had paid Tls. 45,000 to Messrs. Adamson & Co. Messrs. Adamson & Co. owed him money when they paid the Tls. 45,000 for him. He had not paid Messrs. Dent & Co. any money. He had paid Messrs. A. & Co. interest three times—Tls. 3,000, Tls. 1,800 and Tls. 1,800. He was paid money to go into the interior, but was unable to go owing to the rebels, and had paid interest on this money.

The Court saw no reason for altering its previous judgment—Kinkee could bring a claim for all he had advanced to Messrs. Adamson & Co. There were many cross transactions between the parties, and judgment would be stayed until Monday, to give Kinkee an opportunity of filing a plaint in the Supreme Court.

Mr. RENNIE—Will the Court grant an appeal to the Taotai and the Consul?

The COURT.—Kinkee has only to apply to the Taotai, and pending such application proceedings will be stayed.

Messrs. JARDINE, MATHESON & Co, *v.* WOKEE.

In this case Mr. Fischer from the firm of Messrs. Jardine, Matheson & Co. stated that Wokee had purchased from them five chests of Opium at Tls. 545, but had not taken delivery. He claimed that delivery be enforced or a compensation of Tls. 948 be awarded. Mr. Fischer made up the Tls. 948 thus—Tls 725 demurrage and Tls. 223 for six months interest on the gross cost.

The Court awarded demurrage and three months interest — they not having the power to grant interest for a longer period, and directed that this amount be paid or delivery taken within three days.

D. A. RUSSELL *v.* SE-A-NING.

In this case Russell had leased verbally a stable to Se-a-ning from month to month. After having paid five months rent, Se-a-ning disappeared for a time, having first sold the remainder of his lease and the stables, according to Russell's statement. The plaintiff now claimed from Se-a-ning twelve months rent, it being a year since any rent had been paid him.

The lease being only from month to month, the Court gave one month's rent and advised Russell that he could proceed against the person with whom Se-a-ning had dealt.

Messrs. PRESTON, BREUELL & Co., *v.* TUNG-KIN-KEE.

In this case, the Court ordered payment of the difference Tls. 1,230 and three months' interest Tls. 114, and gave seven days for the payment.

J. G. S. COGHILL *v.* CHAN-TZSE-YUEN.

This was an action for the recovery of rent in advance.

The Court decreed payment as petitioned.

### U. S. CONSULATE COURT.

*October 9th.*

Before G. F. SEWARD, Esq.

The U. S. A. *v.* H. PAGDON and G. W. ANDREWS.

In this case, which forms a sequel to a recent cause *célèbre* at Kiukiang, the prisoners, who are respectively the Captain and Chief Mate of the *Tahwah*, were charged with the forcible abduction from Kiukiang, on board that steamer, of one Chun-a-kee, and further with assaulting, imprisoning, and torturing him.

Mr. White prosecuted, and Mr. Mitchell defended the prisoners.

The COURT severely reprimanded Captain Andrews and his chief officer; but looking at the absence of all evil intention on their part, and at the fact that the complainant was abundantly rationed on the voyage down, and no sort of cruelty was perpetrated on him, acquitted them of the charges brought against them, and ordered their discharge on payment of costs.

### PROGRAMME OF TIENTSIN AUTUMN RACES.

1866.

FIRST DAY,

*Thursday, October 18th.*

1st—TSZE-CHUH-LIN STAKES.—Half a mile. Weight for inches.

2nd—MAIDEN PLATE.—One mile. Weight for inches. For Ponies that have never run before in China.

3rd—TOWN PLATE.—Once round. For Ponies that are not otherwise entered except for the Roadster's Plate, Selling Race and Steeplechase.

4th—TIEN-TSIN CUP.—Two miles and a half. Weight for inches. Second Pony receives Tls.—from the Fund. Last Pony pays Third Pony's entrance.

5—PEIHO STOKES.—Three quarters of a mile. Weight for inches. Winners of Tze-chuh-lin Stakes and Maiden Plate, to carry 7 lbs. extra.

6th—PEKING CUP.—One mile and a half. Weight for inches. Winner of Maiden Plate to carry 7 lbs. extra.

SECOND DAY,

*Friday, October 19th.*

1st—KIACHTA CUP.—One mile. Weight for inches. Winners of one race 7 lbs. extra; of two or more 10 lbs. extra.

2nd—ROADSTERS' PLATE.—Twice round. Weight for inches. For Ponies not otherwise entered, except for the Town Plate, Selling Plate and Steeple-chase. Winner of Town Plate to carry 5 lbs. extra.

3rd—CHALLENGE CUP. — Two miles. Weight for inches. To be won at two consecutive meetings, by a Pony or Ponies the property of same owners.

4th—MONGOL CUP.—One mile and a quarter. Weight for inches. Former winners at this meeting 7 lbs. extra. Penalties not accumulative.

5th—STEEPLE-CHASE.—Over a Steeple-chase course to be chosen by the Stewards. Second Pony receives Tls.—from the Fund. Third Pony also.

6th—SELLING RACE.—One mile and a quarter. Weight for inches. For all Ponies. If entered at a value of Tls. 25 to carry 9 st. 8 lbs. with an increase of 4 lbs. for every 25 Tls. increase. The owner of the second Pony may claim the winner, otherwise the winner to be sold immediately after the race by Auction, with all his engagements. Any amount realized by such sale, over and above the sum at which the Pony is entered, to go to the Fund.

THIRD DAY,

*Saturday, October 20th.*

1st—TAI-YUEN STAKES.—Three miles. Weight for inches.

2nd—TRIAL STAKES.—One mile. Weight for inches. For all winners at this meeting.

3rd—CONSOLATION STAKES.—One mile. Weight for inches. For all beaten Ponies at this meeting.

4th—OMEGA STAKES.—One mile. Weight for inches. For Ponies not otherwise entered. The winner to be the Pony *first* past the distance post *after* the leading Pony has passed the winning post. The Riders to be chosen by lot.

## MONETARY AND COMMERCIAL.

SHARES AND STOCKS.

| Banks. | Shares | Paid up. | Latest Price. | Dividend |
|---|---|---|---|---|
| | £ | £ | £ | £ |
| Agra & Masterman's Bank .. | 50 | 25 | 3 | 16 p.c. |
| Asiatic Banking Corporation. | 20 | 10 | .5 | 5 p.c. |
| Bank of Hindustan China and Japan .......... | 100 | 25 | 3 | .. |
| Commercial Bank Corporation .......... | 25 | 25 | 2 | nil. |
| Comptoir d'Escompte de Paris .......... | 20 | 20 | .. | 12 p.c. |
| Central Bank, .......... | 25 | 25 | 1½ | .. |
| Chartered Bank of India, Australia and China.... | 20 | 20 | 19 | 5 p.c. |
| Chartered Mercantile Bank of India, London and China .......... | 25 | 25 | 30 | 10 p.c. |
| Hongkong and Shanghai Banking Company .... | $125 | 125 | 117½ | 8 p.c. |
| Oriental Bank Corporation. | 25 | 25 | 40 | 10 p.c. |

| COMMERCIAL COS. | Tls. | Tls. | Tls. | |
|---|---|---|---|---|
| Shanghai Dock Co. .......... | 500 | 500 | 250 | 6 p.c. |
| Shanghai Club .......... | 400 | 400 | 15 | None. |
| Shanghai Gas Co. .......... | 100 | 100 | 50 | " |
| Hongque Wharf Co. .......... | 1,000 | 1,000 | 10 | " |
| Shanghai Wharf Co. .......... | 1,000 | 1,000 | (?) | " |
| Shanghai S. N. Co. .......... | 1,000 | 1,000 | 600 | " |
| S. Brick & Saw Mill Co. .... | 500 | 500 | Nil. | " |
| S. Tug & Lighter Co. ...... | 850 | 850 | 25 | " |
| Shanghai Horse Bazaar, .... | 50 | 50 | 0.75 | " |
| French Gas Co. .......... | 50 | 50 | 45 | " |
| China Fire Insurance Co. .... | 5,000 | 500 | 1,000 | 10 p.c. |
| North-China Insurance Co... | 5,000 | 1,000 | .. | .. |

EXCHANGE.

*On London.*—Bank Rate,
Sight, ..........6*s.* 1½*d.* ..........₱ Tl
6 ms. sight, ......6*s.* 3½*d.* ..........
Credits, 6 m/s....6*s.* 4*d.* ..........
Bills with Doct.,
6 m/s. ..........6*s.* 5*d.* ..........

*On Paris.*—Credits, 6 ms. sight
Fcs. 7.87½ per Tl.
Documents, 6 ms. sight
Fcs. 8.07½ per Tl.

*On Calcutta.* { Bank Bills, acceptd. 3 d/s. [Rs. 301.

*On Bombay.* { Bank Bills, acceptd. 3 d/s. [Rs 303.

*On Hongkong* { Bank, 3 ds. 26½ p. cent disct. Private 15 ds. 27½ " "

Mex. Dollars—74.7
Carolus—74 7
Gold Bars, 98 touch, Tls. 165.
Bar Silver, Tls. 111.4
Copper Cash 1,300 per Tael.

SHANGHAI LATEST QUOTATIONS.

*Friday Evening, Oct. 12th.*

| | | Taels. |
|---|---|---|
| SHIRTINGS,— | | |
| Grey, 7 lbs. .......... | per piece | 2.50 a 2.65 |
| " 8¼ a 8¾ " .......... | " | 2.80 a 2.90 |
| " 9 a 9¾ lbs. .......... | " | 3.05 a 3.75 |
| White, 56 Reed .......... | " | 2.45 a 2.55 |
| " 64 " .......... | " | 2.75 a 2.85 |
| " 66 a 72 Reed...... | " | 3.00 a 3.70 |
| T-CLOTHS,— | | |
| 6 to 7 lbs .......... | per piece | 2.20 a 2.60 |
| AMERICAN DRILLS,— | | |
| 40 yards .......... | " | 6.20 a 6.50 |
| JEANS, 30 yards .......... | " | No stock. |
| SHEETINGS,— | | No stock. |
| 40 yds., catties 10 & 11 = lbs. 13½ to 14¾ .......... | " | 6.60 |
| SPANISH STRIPES,— | | |
| According to quality & asst. | p. yd. | 0.70 a 0.85 |
| LONG ELLS,— | | |
| H H Scarlet .......... | per piece | 8.00 |
| Assorted .......... | " | 7.30 a 7.50 |
| Other marks Scarlet...... | " | 7.80 a 8.00 |
| Assorted .......... | " | 7.30 a 7.50 |
| CAMLETS,—S .......... | " | 15.50 a 15.75 |
| S S .......... | " | 15.00 a 15.50 |
| S S S .......... | " | 13.00 a 13.25 |
| LEAD, .......... | per picul | 4.60 a 5.25 |
| IRON,— | | |
| Bar .......... | per picul | 2.10 a 2.20 |
| Nail Rod .......... | " | 2.30 a 2.40 |
| Hoop .......... | " | 2.40 a 2.60 |
| STEEL,—Swedish .......... | per tub | 4.20 |
| TIN.—Malacca .......... | per picul | 19.0 a 20.0 |
| Inferior .......... | " | 19.0 a 20.0 |
| TIN PLATES, .......... | per box | 4.00 a 4.40 a 4.50 |
| COALS,— | | |
| Cardiff from ship | p. ton | 11.00 Noml. |
| North Wales, " | " | 11.50 " |
| English, ...... " | " | 11.00 " |
| Anthracite, ... " | " | 11.00 |
| Sydney, ...... " | " | 8.00 |
| Japan, ...... " | " | 6.00 " |
| Formosa, ...... " | " | 5.00 " |


## MISCELLANEOUS.

SAUCE.—LEA AND PERRINS'

**WORCESTERSHIRE SAUCE.**

PRONOUNCED BY CONNOISSEURS TO BE THE ONLY GOOD SAUCE AND APPLICABLE TO EVERY VARIETY OF DISH.

Extract of a Letter from a medical gentleman at Madras to his brother at Worcester May, 1851.

"Tell Lea and Perrins that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome Sauce that is made"

**CAUTION.**

LEA AND PERRINS

Beg to caution the Public against spurious imitations of their celebrated

Worcestershire Sauce.

L. & P. have discovered that several of the Foreign Markets have been supplied with SPURIOUS IMITATIONS, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged.*

L. and P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights.

ASK FOR LEA AND PERRINS' SAUCE.

*** Sold Wholesale and for Export, by the Proprietors, Worcester; Messrs. CROSSE and BLACKWELL; Messrs. Barclay and Sons, London; &c., &c.; and by Grocers and Oilmen universally.

31de-66 672 December 23rd, 1865.

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JUDSON'S

Victoria Violet and

VICTORIA ROSE

MAGENTA.

Trade Mark:

"A. PEACOCK"

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These Dyes are in FINE POWDER—dissolve thoroughly in warm water in the space of one minute—dye instantaneously without any other admixture; suitable for Cotton, Wool or Silk, Feathers, Fibres, Ivory, Hair, &c., &c.

The brilliancy of these dyes is unsurpassed, while their solubility is guaranteed, and they are warranted not to *spot.*

DANIEL JUDSON & SON, LONDON.

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14oc-66 651 July 14th, 1866.

BENZINE COLLAS.

THIS preparation is of the greatest use in dissolving out all greasy stains from Silk, Cloths, and Wearing Apparel of every description, as also from Furniture, Carpets, &c. However delicate the fabric, this liquid will not damage it; and being perfectly neutral, it may be used for removing Grease Stains from Valuable Papers and Drawings. For cleaning Gloves it stands unrivalled. Price 1s. 6d.

Agents, J. Sanger & Son; 150, Oxford Street, London, Watson, Cleave & Co., Shanghai and all Chemists and Druggists, Observe the name, "COLLAS," all others are counterfeits.

o-a-f 17fe-1867 696 Feb., 17th 1866.

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£3. 13s. 0d., £6. 6s., and £8. 8s. Power in proportion to price.

ALUMINIUM GLASSES, EXTREMELY LIGHT,

£10. 10s., £14. 14s., £16. 16s., and £18. 18s. The Large Glass at £18. 18s. (6 by 5 inches) is one of the most POWERFUL yet made. Address, with Remittance:

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Telescopes, Opera Glasses, Aneroid Barometers, &c.

CAUTION.—BURROW'S Glasses bear this Name and Address.

To order through Messrs. SMITH, ELDER & Co., or Messrs. GRINDLAY & Co.

14oc-66 o-a-f 652 Oct 14th, 1866

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ESTABLISHED 1820.

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Treble Waterproof Central Fire Percussion Caps.

Chemically-prepared Cloth Felt and Paper Waddings, Cartridge Cases for Breech-loading Guns, and Wire Cartridges for Killing Game at long distances.

FREDERICK JOYCE & CO.,

*Patentees and Manufacturers,*

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o-a-f 440 11au 11th August, 1866.

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As supplied to and adopted by the English, American, Russian, Prussian, and many other Governments, are recognised to be the most durable and efficient Revolvers existing for House Protection, Travellers and Officers. Colt's celebrated Revolving

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18ma-67 o-a-f 698 March 18th, 1866.

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LETTERS addressed to Europeans on their Return from India and the Colonies, on subjects connected with their Health and General Welfare.

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*Author of the Manual of Practical Therapeutics.*

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t-a-m 29de 967 Shanghai, 29th Sept. 1866.

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Is the great remedy for

ACIDITY OF STOMACH, HEADACHE HEARTBURN, INDIGESTION, SOUR ERUCTATIONS & BILIOUS AFFCTIONS.

It is the Physician's cure for

GOUT,

RHEUMATIC GOUT, GRAVEL, and other complains of the Bladder, and in cases of

Fever and Feverish Irritability of the Skin

it produces grateful cooling effects. As a safe and gentle Medicine for Infants, Children, Delicate Females, and for the sickness of Pregnancy, Dinneford's Magnesia is indispensable, and when taken with the Acidulated Lemon Syrup forms

A Delightful Effervescing Saline and Aperient.

Prepared by

DINNEFORD & Co.

*Chemists, London,*

And Sold by Druggists and Storekeepers throughout the World.

CAUTION.—Ask for *Dinneford's Magnesia,* and see that "Dinneford & Co." is on every Bottle and Label.

A. S. WATSON,—*Agent, Hongkong.*

23de-66 669 December 23rd. 1865



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SUPPLEMENT
TO THE
# North-China Herald.

SATURDAY, OCTOBER 13TH, 1866.

## SHANGHAI TEA, SILK, COTTON, AND OPIUM RETURNS FOR SEASON COMMENCING JUNE 1, 1866

*From Imperial Maritime Customs.*

## TEA.

GREAT BRITAIN.

| Ship. | Cleared. | Destination. | Congou. | Souchong. | Brick. | Flowery Pekoe. | Dust. | Total Black. | Japan Unclassed. | Sorts. | Young Hyson. | Hyson. | Hyson Skin. | Twankay. | Imperial. | Gun Powder. | Total Green. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total as per last Report | | | 176,299.65 | ... | 316.16 | ... | 7,329.54 | 183,945.35 | 2,355.45 | 550.51 | 10,565.87 | 2,113.76 | 28.51 | 1,877.07 | 3,925.34 | 8,737.34 | 29,148.13 |
| Onsuri | Oct. 7 | London | 1,800.77 | ... | ... | ... | ... | 1,800.77 | ... | ... | 488.97 | 90.65 | ... | 43.24 | 158.33 | 597.16 | 1,378.35 |
| Pegasus | " 8 | New York | ... | ... | ... | ... | ... | ... | ... | ... | 2.773 | 382.76 | ... | 112.95 | 696.65 | 386.06 | 4,351.42 |
| Janet Mitchell | " 10 | London | 5.144.76 | ... | ... | ... | 390.74 | 5,535.50 | ... | ... | 171.19 | ... | ... | 11.02 | 181.34 | 323.21 | 686.76 |
| | | | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | Total | 183,245.18 | ... | 316.16 | ... | 7,720.28 | 10,1281.62 | 2,355.45 | 550.51 | 13,999.03 | 2,587.17 | 28.51 | 1,544.28 | 4,961.66 | 10,043.77 | 35,564.66 |

COAST PORTS.

| Ship. | Cleared. | Destination. | Congou. | Souchong | Brick. | Flowery Pekoe. | Dust. | Total Black. | Japan Unclassed. | Sorts. | Young Hyson. | Hyson. | Hyson Skin. | Twankay. | Imperial. | Gun-powder. | Total Green. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total as per last Report | | | 1380.53 | ... | 1767.32 | ... | ... | 3147.85 | ... | ... | ... | 204.16 | ... | ... | ... | 70.04 | 274 20 |
| Aden | Oct. 13 | Hongkong | ... | ... | ... | ... | ... | ... | ... | ... | ... | 203.96 | ... | ... | ... | ... | 203.96 |
| | | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | Total | 1380.53 | ... | 1767.32 | ... | ... | 3147.85 | ... | ... | ... | 408.12 | ... | ... | ... | 70.04 | 478.16 |

## SILK.

GREAT BRITAIN.

| Ship. | Cleared. | Destination. | Raw. | | Thrown. | | Total. | | Japan. Re-exports. | | Japan. Transhipments. | | Coarse. | | Refuse. | | Cocoons. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Bales | Piculs | Bales | Piculs | Bales | Piculs | Bales | Piculs | Bales | Piculs | Bales | Piculs | Bales | Piculs | Bales | Piculs |
| Total as per last Report | | | 1760 | 1400.54 | ... | ... | 1760 | 1400.54 | ... | ... | ... | ... | ... | ... | 1039 | 908.88 | ... | ... |
| Onsuri | October 7 | Great Britain | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 135 | 232.71 | ... | ... |
| Aden | " 13 | " | 150 | 119.58 | ... | ... | 150 | 119.58 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | Total | 1910 | 1520.12 | ... | ... | 1910 | 1520.12 | ... | ... | ... | ... | ... | ... | 1174 | 1141.59 | ... | ... |

AMERICA.

| Ship. | Cleared. | Destination. | Raw. | | Thrown. | | Total. | | Japan. Re-exports. | | Japan. Transhipment | | Coarse. | | Refuse. | | Cocoons. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Bales | Piculs | Bales | Piculs | Bales | Piculs | Bales | Piculs | Bales | Piculs | Bales | Piculs | Bales | Piculs | Bales | Piculs |
| Pegasus | October 8 | New York | 11 | 8.75 | ... | ... | 11 | 8.75 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | Total | 11 | 8.75 | ... | ... | 11 | 8.75 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

## COTTON.

| Ship. | Cleared. | Great Britain. Export. | Great Britain. Re-export. | Great Britain. Tran-shipped. | Hongkong. Export. | Hongkong. Re-export. | Hongkong. Tran-shipped. | Coast Ports. Export. | Coast Ports. Re-export. | Coast Ports. Tran-shipped. | Japan. Export. | Japan. Re-export. | Japan. Tran-shipped. | America. Export. | America. Re-export. | America. Tran-shipped. | Total Piculs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total as per last Report | | 1982.60 | ... | ... | 120.00 | 1761.84 | 342.00 | 3546.87 | 2732.80 | ... | ... | ... | ... | ... | ... | ... | 13,186.11 |
| | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Total | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

## OPIUM.

OPIUM RETURN FOR WEEK ENDING 6TH OCTOBER, 1866.

IMPORTED.

| | Malwa. Chests. | Malwa. Weight. | Patna. Chests. | Patna. Weight. | Benares. Chests. | Benares. Weight. | Prepared. Chests. | Prepared. Weight. |
|---|---|---|---|---|---|---|---|---|
| Imported and stored on board Receiving Vessels | 359 | 359.00 | 154 | 184.80 | 20 | 24.00 | ... | ... |
| Imported and transhipped for re-exportation without being stored on board Receiving Vessels or landed | 4 | 4.00 | ... | ... | ... | ... | ... | ... |
| Imported direct to the shore | 5 | 5.00 | ... | ... | ... | ... | ... | ... |
| Total | 368 | 368.00 | 154 | 184.80 | 20 | 24.00 | ... | ... |
| Landed from Receiving Vessels and intended chiefly for Local consumption | 36½ | 36.50 | 111 | 133.20 | 11 | 13.20 | ... | ... |

RE-EXPORTED.

| Description. | Chinkiang. Chests. | Chinkiang. Weight. | Kiukiang. Chests. | Kiukiang. Weight. | Hankow. Chests. | Hankow. Weight. | Chefoo. Chests. | Chefoo. Weight. | Tientsin. Chests. | Tientsin. Weight. | Newchwang. Chests. | Newchwang. Weight. | Ningpo. Chests. | Ningpo. Weight. | Foochow. Chests. | Foochow. Weight. | Hongkong. Chests. | Hongkong. Weight. | Tuksao. Chests. | Tuksao. Weight. | Total. Chests. | Total. Weight. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Malwa | 89½ | 89.50 | 72 | 72.00 | 70 | 70.00 | 79 | 79.00 | 170 | 170.00 | 36 | 36.00 | 64 | 64.00 | ... | ... | ... | ... | ... | ... | 580½ | 580.50 |
| Patna | 5 | 6.00 | 2 | 2.40 | 9 | 10.80 | 6 | 7.20 | ... | ... | ... | ... | 26 | 31.20 | ... | ... | ... | ... | ... | ... | 48 | 57.60 |
| Benares | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 10 | 12.00 | ... | ... | ... | ... | ... | ... | 10 | 12.00 |
| Persian | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 2.00 | 5 | 5.00 | ... | ... | ... | ... | ... | ... | ... | ... | 7 | 7.00 |
| Turkey | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Total | 94½ | 95.50 | 74 | 74.40 | 79 | 80.80 | 85 | 86.20 | 172 | 172.00 | 41 | 41.00 | 100 | 107.20 | ... | ... | ... | ... | ... | ... | 645½ | 657.10 |

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# FOOCHOW TEA RETURN.

EXPORT OF TEA FROM FOOCHOW TO FOREIGN PORTS, SEASON 1866-67,—(CONTINUED.)

| VESSEL'S NAME. | Destination. | Date of Clearance. | Congou. | Souchong. | Oolong. | Flowery Pekoe. | S. O. Pekoe. | S. Caper. | Mixed. | Total Black. | Green. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Total as per last Report | | | 227,024.70 | 8,194.09 | 6,882.81 | 997.12 | 9,455,33 | 757.10 | 71.17 | 253,452.32 | 1,291.20 |
| Queensland | New York | August 30 | ..... | 226.87 | 2,039.17 | ..... | ..... | ..... | ..... | 2,266.04 | 859.03 |
| Adelia Carleton | do. | " 31 | 1.69 | 556.94 | 4,188.73 | ..... | ..... | ..... | 3.41 | 4,750.77 | ..... |
| Tell | Melbourne | September 5 | 2,168.86 | ..... | ..... | ..... | 6.37 | ..... | ..... | 2,175.23 | 113,27 |
| J. E. Boyd | do. | " 5 | 2,273.57 | ..... | ..... | ..... | 196.05 | 15.85 | ..... | 2,485.37 | ..... |
| Rantipole | Sydney | " 11 | 1,537.65 | ..... | ..... | ..... | ..... | ..... | ..... | 1,537.65 | ..... |
| Lahaina | San Francisco | " 14 | ..... | ..... | 755.28 | ..... | ..... | ..... | 62.10 | 817.38 | ..... |
| Bridgetown | Perth (Australia) | " 19 | 1,217.93 | 26.35 | ..... | ..... | ..... | ..... | ..... | 1,244.28 | ..... |
| Total | | | 234,294.50 | 9,004.25 | 13,865.99 | 997.12 | 9,657,75 | 772 75 | 136.68 | 268,729.04 | 2,264.01 |

# SHIPPING INTELLIGENCE.

## ARRIVALS.

| DATE. | SHIP'S NAME. | FLAG & RIG. | TONS | CAPTAIN. | FROM | SAILED | CARGO. | CONSIGNEES. |
|---|---|---|---|---|---|---|---|---|
| Oct. 6 | Vulcan | Br str | 130 | Randall | Fuchau | Oct. 2 | General | Gibb, Livingston and Co |
| ... 6 | Express | Br str | 290 | Whitelaw | Ningpo | ... 4 | do | David Sassoon, Sons and Co |
| ... 6 | Varuna | Am str | 807 | Whiting | Nagasaki | ... 5 | | Russell and Co |
| ... 6 | Tahwah | Am str | 245 | Andrewss | Hankow | ... 5 | do | H. Fogg and Co |
| ... 6 | Hirado | Br str | 630 | McQueen | Hankow | ... 5 | do | Dent and Co |
| ... 6 | Moyune | Am str | 700 | M. Johnston | Hankow | ... 3 | do | Russell and Co |
| ... 6 | Fee-loong | Chi str | ..... | Olsen | Nanking | ... 2 | | Chinese Government |
| ... 7 | Waratah | Br str | 256 | Oliver | Fuchau | Sept. 25 | do | David Sassoon, Sons and Co |
| ... 7 | Confucius | Chi str | 265 | McCaslin | Cruise | Oct. 6 | | Chinese Government |
| ... 7 | Hesper | R. M. S. S. | ..... | | Yokohama v. Nagasaki | ... 2 & 3 | | |
| ... 8 | Singapore | Br str | 784 | Wilkinson | Hongkong | ... 4 | do | P. & O. Co. |
| ... 8 | Kiangse | Am str | 574 | Law | Ningpo | ... 7 | do | Russell and Co |
| ... 8 | Ontario | Br ship | 1060 | Watson | Cardiff | March 3 | Coals | Gibb, Livingston and Co |
| ... 8 | Jane | Br baq | 340 | Richards | Hakodadi | Sept. 25 | Sea Weed | A. R. Tilby and Co |
| ... 8 | J. H. Jenssen | Prus baq | 125 | Jenssen | Nicolajevsfki | ... 20 | Firewood | Siemssen and Co |
| ... 9 | Express | Br str | 290 | Whitelaw | Ningpo | Oct. 8 | General | David Sassoon, Sons and Co |
| ... 9 | Louise | Dan baq | 227 | Hansen | Hongkong | Sept. 4 | do | Bourjau, Hübener and Co |
| ... 9 | John Bellamy | Br ship | 1274 | Calvert | Sydney | Augt. 12 | Coals | Frazar and Co |
| ... 9 | Appearsde | Prus baq | 325 | Davidson | Hakodadi | Sept. 25 | Sea Weed | Wm. Pustau and Co |
| ... 9 | Chanticleer | Br baq | 396 | Vowell | Shields | May 16 | Coals | Jardine, Matheson and Co |
| ... 9 | Plymouth Rock | Am str | 2397 | Simmons | Hankow | Oct. 7 | General | Russell and Co |
| ... 10 | Kiangse | Am str | 574 | Law | Ningpo | ... 9 | do | Russell and Co |
| ... 10 | Glengyle | Br str | 1265 | Hooper | Hankow | ... 7 | do | Jardine, Matheson and Co |
| ... 10 | Suwo-Nada | Am str | 1802 | Jayne | Hongkong | ... 6 | do | Augustine Heard and Co |
| ... 10 | Freya | Ham baq | 460 | Major | Keelung | Sept. 26 | Coals | Siemssen and Co |
| ... 11 | Nanzing | Br str | 419 | Tulloh | Tientsin | Oct. 6 | General | Trautmann and Co |
| ... 11 | Express | Br str | 290 | Whitelaw | Ningpo | ... 10 | do | David Sassoon, Sons and Co |
| ... 11 | Brami | Prns brig | 196 | Juckenson | Nagasaki | ... 7 | do | Wm. Pustau and Co |
| ... 11 | Corea | Br baq | 400 | Kien | Hakodadi | Sept. 27 | do | Glover and Co |
| ... 11 | Thos. Bell | Br ship | 838 | Gruzeller | Newcastle, N.S.W. | Augt. 6 | Coals | Frazar and Co |
| ... 12 | Kiangse | Am str | 574 | Law | Ningpo | Oct. 11 | General | Russell and Co |
| ... 12 | Niphon | Ham sch | | | Swatow | | Ballast | |

## DEPARTURES.
### FROM THE ANCHORAGE.

| DATE. | SHIP'S NAME. | FLAG & RIG. | TONS | CAPTAIN. | DESTINATION. | CARGO. | DISPATCHED BY. |
|---|---|---|---|---|---|---|---|
| Oct. 6 | Labourdonnais | Fr str | 872 | Rigodit | Yokohama | Part of Original, etc. | Messageries Imperiales |
| ... 6 | Corsair | Br baq | 449 | Rees | Newchwang | Opium | Preston, Breuell and Co |
| ... 6 | Pride of the West | Br baq | 381 | Curwen | Newchwang | Stores | A. R. Tilby and Co |
| ... 6 | Kaffir Chief | Br sch | 186 | Catto | Nagasaki | | Shaw, Brothers and Co |
| ... 6 | General Caulfield | Br baq | 647 | Richards | London | Teas | Preston, Breuell and Co |
| ... 7 | Express | Br str | 290 | Whitelaw | Ningpo | Opium, etc, | David Sassoon, Sons & Co |
| ... 7 | Shanse | Am str | 561 | Frand | Hankow & Ports | General | Russell and Co |
| ... 7 | Kiang-loong | Am str | 945 | West | Hankow & Ports | do | Augustine Heard and Co |
| ... 7 | Maria | Br str | 166 | Newman | Fuchau | Sundries & Re-exports | Gibb, Livingston and Co |
| ... 8 | Glenfala | Br baq | 372 | Peoch | Newchwang | Opium | A. R. Tilby and Co |
| ... 8 | Ousuri | Br baq | 363 | Paton | London | Tea, &c. | Jardine, Matheson and Co |
| ... 8 | Anne Porter | Br bg | 238 | Hoch | Tientsin v. Chefoo | Sundries & Re-exports | Clausen, Droege and Co |
| ... 8 | Gauntlet | Br sh | 713 | Hudson | Fuchau | Ballast | Frazar and Co |
| ... 8 | Kiangse | Am str | 574 | Law | Ningpo | Opium, etc. | Russell and Co |
| ... 9 | Pegasus | Br sh | 525 | Penrice | New York | Tea, etc. | Bluin, Tate and Co |
| ... 9 | Nepaul | Br str | 511 | Hector | Hongkong | do | P. & O. Co. |
| ... 9 | Janet Mitchell | Br sh | 763 | Dinnerg | London | Teas | Borneo Company Limited |
| ... 9 | Express | Br str | 290 | Whitelaw | Ningpo | Opium, etc. | David Sassoon, Sons and Co |
| ... 9 | Slaney | H.B.M.g.b | ..... | Ellwin | Nagasaki | | |
| ... 10 | Emerald | Br baq | 606 | McKenzie | Newchwang | Opium | Borneo Company Limited |
| ... 10 | Pacific | Br baq | 326 | Haywood | Newchwang | Part of Original | Johnson and Co |
| ... 10 | Aden | Br str | 507 | Davies | Hongkong | Tea, etc. | P. & O. Co |
| ... 10 | La Reine | Fr baq | 369 | Naraugot | Newchwang | Ballast | Frazar and Co |
| ... 10 | Kiangse | Am str | 574 | Law | Ningpo | Opium, etc. | Russell and Co |
| ... 10 | Tahwah | Am str | 245 | Andrews | Hankow & Ports | | H. Fogg and Co |
| ... 11 | Petrel | Am sch | 147 | | Nagasaki | Re-exports. | Glover and Co |
| ... 11 | Express | Br str | 290 | Whitelaw | Ningpo | Opium, etc. | David Sassoon, Sons and Co |
| ... 11 | Moyune | Am str | 1700 | G. Johnston | Hankow & Ports | | Russell and Co |
| ... 11 | Hirado | Br str | 630 | McQueen | Hankow & Ports | | Dent and Co |
| ... 11 | Ganges | Br str | 572 | Bernard | Yokohama | Sundries & Re-exports | P. & O. Co |
| ... 11 | Amiral Charnier | Fr baq | 348 | Nedeleck | Newchwang | Opium, etc. | Master |
| ... 11 | Diana | Old baq | 255 | Toegal | Newchwang | Sundries | Wm. Pustau and Co |
| ... 12 | China | Ham str | 648 | Moller | Nagasaki | Sundries & Re-exports | Siemssen and Co |
| ... 12 | Vulcan | Br str | 130 | Randall | Fuchau | do | Gibb, Livingston and Co |
| ... 12 | Singapore | Br str | 784 | Wilkinson | Nagasaki | do | P. & O. Co |
| ... 12 | Kiangse | Am str | 574 | Law | Ningpo | Opium, etc. | Russell and Co |

## MERCHANT STEAMERS.

| No.&Sig. | SHIP'S NAME | COMMANDER. | FLAG & RIG | TONS. | DATE OF ARRIVAL | WHERE FROM | CONSIGNEES OR AGENTS | DESTINATION | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| Tonkadoo | Anna | | Am str | 70 | Apr 12 | Chinkiang | H. Fogg and Co. | | Laid up |
| 9 c | Ajax | Kidd | Br str | 1678 | Sept 19 | England & H'kong | Preston, Breuell and Co | H'kong, Europe, &c. | Early |
| 1 c | China | | Br str | 25 | | | Trautmann and Co. | | Laid up |
| D J | City of Nantes | Mooney | Br str | 345 | Sept 26 | Fuchau | C. Ryley | | |
| 4 p | Confucius | McCaslin | Chi str | 265 | Oct 9 | Cruise | Chinese Government | | |
| M I M | Dupleix | Noel | Fr str | 871 | Sept 19 | Yokohama | Messageries Imperiales | | |
| 5 p | Esperança | Withers | Port str | 241 | May 15 | Nagasaki | A. A. Wheelay | | Laid up |
| 4 s | Faust | | — str | 30 | | | | | Laid up |
| 5 s | Fee-loong | Olsen | Chi str | | Oct 6 | Nanking | Chinese Government | | |
| | Glengyle | Hooper | Br str | 1260 | Oct 10 | Hankow | Jardine, Matheson and Co | Hankow & Ports | 14th instant |
| 4 s | Greta | Godow | Prus str | 30 | Jan 13 | | Wm. Pustau and Co. | | Laid up |
| 4 s | Heachew | Comstock | Am str | 30 | | Sedong | T. J. Falls | | |
| 6 p | Hongkong | Hallette | Am str | 209 | July 29 | Saddles | Jenkins and Co | | |
| 6 p | Louisa | | Chi str | | July 12 | Ningpo | David Sassoon, Sons & Co | | |
| | Nanzing | Tulloh | Br str | 419 | Oct 11 | Tientsin | Trautmann and Co | Chefoo & Tientsin | To-day |
| 4 p | Pluto | Pike | Chi str | 170 | Sept 22 | Nanking | Chinese Government | | |
| | Plymouth Rock | Simmons | Am str | 2397 | Oct 9 | Hankow | Russell and Co | Hankow & Ports | 14th instant |
| 7 p | Prince Kung | Brown | Br str | 185 | Oct 4 | Fuchau | Trautmann and Co | Fuchau | 16th instant |
| 7 p | Qui-Quata | Chinglay | Chi str | 200 | July 12 | Wusung | Chinese Government | | |
| 1 s | Shanyuan | | Br str | 30 | | | Trautmann and Co. | | Laid up |
| | Suwonada | Jayne | Am str | 1802 | Oct 10 | Hongkong | Augustine Heard and Co | Hongkong | 14th instant |
| 3 s | Tatung | Cook | Am str | 107 | Sept 25 | Hankow | H Fogg and Co | Hankow & Ports | Early |
| 1 s | Teatloe | Tubbs | Am str | 60 | Feb 19 | Soochow | Russell and Co | | Laid up |
| S S N J | Varuna | Whiting | Am str | 807 | Oct 6 | Nagasaki | Russell and Co | | |
| 5 p | Wan-Loong-Fei | Merrills | Br str | 45 | Sept 10 | Launched | | | Laid up |
| 7 p | Waratah | Oliver | Br str | 256 | Oct 7 | Fuchau | David Sassoon, Sons & Co | Fuchau | To-day |
| 7 p | Whampoa | | Br str | 115 | Dec 25 | Ningpo | David Sassoon, Sons & Co | | Laid up |
| O D | Yangtsze | Pritchard | Dut str | 984 | Oct 1 | Nagasaki | T. Kroes and Co | | |
| | 28 STEAMERS | | | | | | | | |

## TUG BOATS PLYING FOR HIRE.

| No.&Sig. | NAME. | COMMANDER. | FLAG. | TONNAGE. | AGENTS. |
|---|---|---|---|---|---|
| | Bunker Hill, | Ray | American steamer | 63 | Primrose & Co. |
| | Fei Yuen, | Kennedy, | British steamer | 50 | Shanghai Tug and Lighter Company |
| | Fokelin, | Kofod, | British steamer | 70 | Captain Patridge |
| | Hercules | Parkes, | Chinese steamer | | |
| | Orphan | McCaslan | American steamer | 160 | Augustine Heard and Co |
| | Sampson, | Ryder, | British steamer | 81 | Hunt & Co. |
| | Titan | Gullet | British steamer | 90 | Smith, Kennedy and Co. |

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